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MEETING OF THE

TRANSPORTATION CONFORMITY WORKING GROUP COMMITTEE

Tuesday, August 22, 2006
10:00 a.m. – 12:00 p.m.

SCAG Offices
818 W. 7th Street, 12th Floor
Riverside A Conference Room
Los Angeles, California 90017
213. 236.1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Jonathan Nadler at 213.236.1884 or nadler@scag.ca.gov

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. If you require such assistance, please contact SCAG at (213) 236-1868 at least 72 hours in advance of the meeting to enable SCAG to make reasonable arrangements. To request documents related to this document in an alternative format, please contact (213) 236-1868.

Transportation Conformity Working Group

AGENDA

			PAGE #	TIME
1.0	**CALL TO ORDER**	**Jennifer Bergener, OCTA**		
2.0	**PUBLIC COMMENT PERIOD** **Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.**			
3.0	**CONSENT CALENDAR**			
	3.1 Approve Minutes of July 25, 2006 Meeting **Attachment**			
4.0	**INFORMATION ITEMS**			
	4.1 RTIP Update	**Rosemary Ayala, SCAG**		**5 minutes**
	4.2 RTP Update	**Philip Law, SCAG**		**5 minutes**
	4.3 TCM Update **Attachment**	**Jessica Kirchner, SCAG**	**1**	**15 minutes**
	4.4 Review of PM Hot Spot Interagency Review Forms **Attachment**	**TCWG Discussion**	**15**	**30 minutes**
	4.5 PM Hot Spot Process	**TCWG Discussion**		**20 minutes**

Transportation Conformity Working Group

AGENDA

			PAGE #	TIME
5.0	CHAIR'S REPORT	Jennifer Bergener, OCTA		5 minutes
6.0	INFORMATION SHARING	TCWG		5 minutes
7.0	ADJOURNMENT	Jennifer Bergener, OCTA		5 minutes

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION CONFORMITY WORKING GROUP

July 25, 2006
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF THE MINUTES OF THE TRANSPORTATION CONFORMITY WORKING GROUP. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The meeting was held at the SCAG office in Los Angeles.

Present

Sam Alameddine	Caltrans
Debbie Anderson	City of Riverside
John Asuncion	SCAG
Rosemary Ayala	SCAG
Khalid Bazmi	City of Corona
Grace Balmir	FHWA
Jennifer Bergener (Chair)	OCTA
Ben Cacatian	VCAPCD
Paul B. Fagan	Caltrans Dist. 8
Carol Gomez	AQMD
Larry Gonzales	City of Moreno Valley
Guoxiong Huang	SCAG
Mona Jones	Metro
Maria Lavario	Transportation Corridor Agency
Phillip Law	SCAG
Marge Lazarus	City of Moreno Valley
Keith Lay	LSA Associates
Ken Lobeck	RCTC
Tony Louka	Caltrans Dist. 8
Maria Martin	City of L.A. PWD
Court Morgan	URS Corp
Olufemi Odufalu	Caltrans Dist. 8
Dan Phu	Parsons
Jonathan Nadler	SCAG
Eyvonne Sells	SCAQMD
Dennis Serafico	PBQ&D
Arnie Sherwood	ITS/UCB
Dave Speirs	Parsons
Carla Walecka	TCA
Leann Williams	Caltrans
Andrew Yoon	Caltrans

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION CONFORMITY WORKING GROUP

July 25, 2006
Minutes

Via Teleconference

Mike Brady	Caltrans Headquarters
Jackie Clayton	Caltrans Dist. 11
Herman Gallo	Caltrans Headquarters
Eileen Gallo	ARB
Maureen El Harake	Caltrans Dist. 12
Mike Hudson	City of Montclair
Sandy Johnson	Caltrans Dist. 11
Marnie Kadez	IBS Consulting
Karina O'Conner	EPA Region 9
Eddie Torres	RBF
Dennis Wade	ARB

1.0 CALL TO ORDER

Jennifer Bergener, Chair, called the meeting to order at 10:05 a.m.

2.0 WELCOME/INTRODUCTIONS

3.0 PUBLIC COMMENT PERIOD

There were no public comments.

4.0 CHAIR REPORT

There was no report.

5.0 CONSENT CALENDAR

5.1 Approval Item

5.1.1 Approve Minutes of June 1, 2006

MOTION was made to APPROVE the June 2006 Minutes with correction to the spelling of the last name of Grace Balmir.

6.0 INFORMATION ITEMS

6.1 RTIP Update

Rosemary Ayala, SCAG, stated that the public review of the Draft 2006 RTIP closes today at 5:00 p.m. The comments staff has thus far received have been compiled in a matrix and emailed to the TCWG. A number of comments were received from the Federal Highway Administration, Caltrans, Ventura County Air-Pollution Control District, and other interested parties.

SCAG's Executive Committee is scheduled to take action on the Draft 2006 RTIP on Thursday July 27, 2006 at 8:00 a.m. The draft is due to Caltrans August 1st; the deadline to the federal agencies is September 1, 2006.

6.2 RTP Update

Phillip Law, SCAG, gave an update on the Draft Amendment to the 2004 RTP to add the SBx Bus Rapid Transit Project in San Bernardino County. A public hearing was held at SCAG on July 6 and the public comment period closed July 7. Four comments were received; however, they were not in reference to the SBx project. Nevertheless, the comments have been responded to. The Executive Committee will also consider adopting this amendment on Thursday July 27, 2006.

6.3 TCM Update

Jonathan Nadler, SCAG, stated that comments were received regarding TCMs in the 2006 RTIP from federal agencies and they are being resolved.

Mr. Nadler also provided a brief update on the work of the TCM subgroup. The TCM Subgroup recently met and was provided revised excerpts from the 2003 AQMP. Another TCM subgroup meeting will be held this afternoon at 1:30p.m. to further refine the TCM portion of the included in the South Coast AQMP.

6.4 AQMP Update

SCAQMD is finalizing base year model runs, working with CARB on control strategies. Expect to release draft AQMP in October or November 2006.

6.5 Qualitative PM Hot Sport Analysis Review

Three projects were reviewed by the group: SBD713 (I-215); ORA052 (FTC-S), and LA996137. The qualitative PM hot spot analyses for all of these projects were deemed to be adequate.

A few items of note came out of the review of these projects. First, if reviewed by the group and then released for the required NEPA public comment period, the analysis does not need to come back to the group unless there are substantive changes due to comments received.

Second, FHWA and U.S. EPA requested that future analyses include a discussion of the expectation that diesel PM emission rates will be going down over time. It was agreed that a "boilerplate" discussion should be prepared which can then be used by all project proponents. Mike Brady, Caltrans, and Dennis Wade, CARB, agreed to work on write-up that may be used for future analyses.

Third, it was discussed that the POAQC indicators that are used for the interagency review forms are used to determine whether a qualitative analysis is needed or not. Once the qualitative analysis is required, overall trends in air quality and emissions become more important than the indicators used for the form.

6.6 PM Hot Spot Requirement Review

The Working Group considered 14 interagency review forms to determine whether the projects were of air quality concern and required a qualitative PM hot spot analysis. The review concluded the following:

RIV45661	Not a POAQC - hot spot analysis not required
RIV020907	Not a POAQC - hot spot analysis not required
SBD20620	Not a POAQC - hot spot analysis not required
SBD200434	Not a POAQC - hot spot analysis not required
RIV041052	Not a POAQC - hot spot analysis not required
SBD31290	Not a POAQC - hot spot analysis not required
SBD200021	Exempt - hot spot analysis is not required
RIV990703	Exempt - hot spot analysis is not required
ORA000195	Not a POAQC - hot spot analysis not required
RIV32300	Not a POAQC - hot spot analysis not required
RIV62034	Not a POAQC - hot spot analysis not required
SBD1830	Not a POAQC - hot spot analysis not required
SBD20020812	POAQC - requires qualitative hotspot analysis
RIV62031	Not a POAQC - hot spot analysis not required

General comments on the reviews were the need to include clearer project descriptions (e.g., instead of just saying "widening"" say "adding two through lanes") including project length.

Another item of note was that we are looking at projects as a whole as opposed to individual segments since individual segments may have differing vehicle counts.

6.7 Information Sharing

Jennifer Bergener, Chair, stated there was an off-line discussion with a subgroup of TCWG members on July 21st about the PM Hot Spot requirement review process - how to streamline it and better address the process in general. Jean Mazur provided a summary of the meeting, including the following items: creating a list of contacts at the Commissions and Caltrans who will collect and forward the interagency forms to SCAG; holding a weekly subgroup teleconference for a time to deal with those projects that have otherwise concluded the NEPA process; considering categories of projects that may be considered to generally not be POAQC; preparing draft procedural documentation to bring to the TCWG; working with air agencies to get air quality monitoring information; and setting up a workshop to inform local agencies of the PM hot spot requirements and process undertaken by the TCWG.

7.0 ADJOURNMENT

Jennifer Bergener, Chair, adjourned the meeting at 12:00 p.m.
The next TCWG meeting will be held on **Tuesday, August 22, 2006 at SCAG's office.**

SUMMARY

This Appendix describes the Southern California Association of Government's (SCAG's) transportation strategy and transportation control measures (TCMs) to be included as part of the 2007 Air Quality Management Plan (AQMP) and State Implementation Plan (SIP). This strategy was developed in consultation with Federal, State and local transportation and air quality planning agencies and other stakeholders. The four County Transportation Commissions, namely Los Angeles County Metropolitan Transportation Authority, Riverside County Transportation Commission, Orange County Transportation Authority and the San Bernardino Associated Governments, were actively involved in the development of the TCM strategy of this Appendix.

Consistent with past practices and in response to the inter-Agency consultation process, the *Regional Transportation Strategy and Transportation Control Measures* portion of the 2007 AQMP/SIP consists of the following four related elements.

- Transportation Strategy and Emission Reduction Demonstration – Total regional emission reductions from transportation projects in the South Coast Air Basin (Basin) are demonstrated based on the 2004 Regional Transportation Plan (RTP). In addition, emission reductions are quantified separately for TCM projects based on the 2006 Regional Transportation Improvement Program (RTIP). The emission reductions from the TCMs make up a subset of the total emission reductions from the RTP.

  The long-term planning requirements for emission reductions from on-road mobile sources are met by the RTP process, while the short-term implementation requirements are met by the RTIP process.

- TCM Project Identification — The TCMs included in the 2007 AQMP are derived from TCM projects listed in the first two years of the 2006 RTIP. In the event of a conformity lapse, only Federally approved TCMs and exempt projects, in the first two years (fiscally constrained portion) of the most recent RTIP, will be allowed to proceed.

  SAFETEA-LU provides for a formal substitution process that supersedes SCAG's currently approved process. In the event that the criteria outlined in SAFETEA-LU are met, a formal SIP revision is not necessary for substitution of TCMs. SCAG will continue to update the TCM list to reflect new, completed and ongoing projects each time SCAG adopts a new RTIP..

- Timely Implementation –. Once a TCM project is listed in an RTIP, the implementation status must be reported on in subsequent RTIPs until the project has been completed. This is done through the timely implementation report which is included in each RTIP. This report assures implementation and compliance and

is the primary tool used by SCAG and the federal agencies for TCM implementation tracking. The purpose of this reporting is to track the timely implementation of TCMs, and to demonstrate that any project for which emission reduction credits were claimed has either been implemented or is being implemented.

- Reasonably Available Control Measure (RACM) Analysis – The Federal Clean Air Act (CAA) requires that a RACM analysis will be included as part of the overall TCM strategy in the SIP. This analysis ensures that all potential TCMs that exist are evaluated for implementation and that justification is provided for those measures that are not implemented. In accordance with EPA procedures, this analysis will consider TCM measures that are suggested during public comments, relevant measures adopted in other nonattainment areas of the country, and measures identified by EPA.

TRANSPORTATION CONTROL MEASURES

Background

TCMs are defined as strategies that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions, and which are specifically identified and committed to in the 2007 AQMP. TCMs are included in the AQMP as part of the overall control strategy to demonstrate the region's ability to come into attainment with the NAAQS, but play a limited role in the overall strategy to reduce emissions.

Historically, the majority of emission reductions from mobile sources have come from technological improvements in vehicle engines and fuel, which are stipulated by the US Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB). By law, and according to the Transportation Conformity Rule, vehicle technology-based, fuel chemistry-based and fleet maintenance-based measures cannot be considered asTCMs.

A definition of TCMs is provided in EPA's Transportation Conformity Rule - 40 CFR Parts 51 and 93 (August 15, 1997) <http://www.epa.gov/oms/transp/traqconf.htm>:

> *Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in §108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the above, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.*

The Rule also defines the criteria and procedures for timely implementation of TCMs as follows:

§93.113 Criteria and procedures: Timely Implementation of TCMs

(c) For TIPs, this criterion is satisfied if the following conditions are met:

(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area.

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g. the Congestion Mitigation and Air Quality Improvement Program.

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.

Section 108(f)(1)(A) of the Federal Clean Air Act Amendments[1] lists the following sixteen measures as illustrative of TCMs. However, this list should not be considered exhaustive.

i. Programs for improved use of public transit;

ii. Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;

iii. Employer-based transportation management plans, including incentives;

iv. Trip-reduction ordinances;

[1] See: http://www.epa.gov/oar/caa/contents.html

v. *Traffic flow improvement programs that achieve emission reductions;*

vi. *Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;*

vii. *Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;*

viii. *Programs for the provision of all forms of high-occupancy, shared-ride services, such as the pooled use of vans;*

ix. *Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;*

x. *Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;*

xi. *Programs to control extended idling of vehicles;*

xii. *Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;*

xiii. *Employer-sponsored programs to permit flexible work schedules;*

xiv. *Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;*

xv. *Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and*

xvi. *Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.*

In addition to the measures listed above, other measures may be considered as TCMs if they reduce emissions or concentrations of air pollutants from transportation sources by modifying vehicle use, changing traffic flow, or mitigating traffic congestion conditions. TCMs may be voluntary programs, incentive-based programs, regulatory programs, as well as market- or pricing-based programs.

Based on suggestions received from interagency consultation and discussions with transportation and air quality stakeholders via the Transportation Conformity Working Group (TCWG), SCAG refines the TCM definition as appropriate. As part of the overall TCM process, the definition of a TCM in the AQMP/SIP, RTIP and the RTIP Guidelines will be updated to answer questions and clarify issues when necessary. During the regular update cycle for each of the listed documents, SCAG, in coordination with the TCWG, will refine and revise TCM descriptions and definitions. It is SCAG's aim to work with agencies, CTCs and any other interested parties, primarily through the TCWG, to facilitate understanding of the TCM process while capturing the greatest air quality benefit for the region.

It is SCAG's responsibility to ensure that TCM strategies are funded in a manner consistent with the AQMP's implementation schedule. The transportation conformity process is designed to ensure timely implementation of TCM strategies, thus reinforcing the link between AQMPs and the transportation planning process. If the implementation of a TCM strategy is delayed, or if a TCM strategy is only partially implemented, areas are required to make up the shortfall by either substituting a new TCM strategy or by enhancing other control measures through the substitution process described in this Appendix.

2007 AQMP TCMs

The TCMs included in this Appendix are derived from the TCM projects listed in the first two years of the 2006 RTIP. The RTIP is the short-range vehicle used to implement the goals and objectives of the long-range RTP. A list of the TCM projects can be found in Attachment 1of this Appendix.

The enforceable commitment for the TCMs is to fund and implement projects and programs contained in the first two years of the current six-year RTIP. The remaining four years of the RTIP represent expectations in project scope and design only. The TCM projects in the RTIP are based on the projects planned in the RTP, which has a time horizon of 20 years. A full, illustrative list of these RTP projects can be found in Technical Appendix I of the 2004 RTP and Attachment 2 of this Appendix. Although the specific mix of projects to be funded with future RTIP dollars may ultimately change, the emission reductions anticipated, in aggregate, from these projects, set a key benchmark in determining the transportation sector's contribution to a mobile source emission budget and its associated conformity determination.

Rollover and Substitution of TCM Projects

Each time the biennial RTIP is updated by action of SCAG's Regional Council, the entire list of TCM projects in the AQMP/SIP will be updated, and the new and continuing projects identified in the fiscally constrained first two years of the new RTIP will be rolled over into the AQMP/SIP. In the event that a specific TCM

project is found to be non-implementable within the designated time frame, a new TCM will be used as a substitute. In either case, the parties in the conformity rule interagency consultation process, established in the SCAG region as the Transportation Conformity Working Group (TCWG), shall assess the suitability and implementability for the new TCM projects. Where a transportation control measure identified in the SIP is no longer implementable, SCAG may initiate the process described below to identify and adopt a new control measure as described below in the section "Substitution of Individual TCM Projects."

Rollover of TCM Projects (RTIP Update)

Approximately every two years, as the RTIP is updated, additional TCMs will be added to the AQMP/SIP TCM list based on the new RTIP and the RTIP Guidelines. This "rollover" list will include new projects in addition to ongoing projects from the previous RTIP. Completed projects (projects that have completed construction or have service in place) will be reported as complete and removed from the list. The rollover list will be monitored for adherence to the schedule established in the RTIP. An emissions analysis, based on the latest planning assumptions, will be performed on both the previous TCM list and the rollover list. The identification of TCMs from the RTIP shall be agreed upon by both SCAG and the appropriate County Transportation Commissions (CTCs).

The rollover process may apply to any RTIP that requires a full conformity analysis and finding. A new RTIP can be more frequent than the biennial RTIP update, for example when , a new RTP is adopted, a new RTIP is required. The described TCM rollover process shall apply in such cases as well.

Adoption Procedures for RTIP Rollover of TCM Projects

The rollover of the RTIP must be adopted by SCAG's Regional Council, in accordance with the RTIP adoption process, as described below.

- The Draft RTIP is reviewed by various SCAG Committees, Task Forces, and Working Groups, such as the standing Transportation and Communication Committee, the Regional Transportation Agencies Coalition (RTAC) Technical Advisory Committee, and the TCWG;

- Public notification is provided through major newspapers in the affected sub-regions;

- Draft RTIP materials are distributed, with appropriate cover letters, to approved public libraries and facilities and also made available on SCAG's website for access by the public;

- A series of public hearings are held, within each of the affected counties;

- Input received is compiled and analyzed, and responses to comments are provided by SCAG Staff, and made available to the public;

- A summary of comments received during the public comment period along with SCAG's responses, following the close of the public comment period, is incorporated into the final RTIP document;

- The RTIP is adopted by SCAG's Regional Council in accordance with the state public notification and public comment requirements; and

- SCAG's adopted RTIP is submitted to the State for funding approval and to the federal agencies (FHWA, FTA and EPA) for final funding and conformity approval.

- Upon federal approval of the RTIP, the new TCMs officially "rollover" into the AQMP.

Substitution of Individual TCM Projects

The CTCs and/or project sponsors shall notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG, CTC or project sponsor can propose a substitute measure. Substitution of TCMs will follow the process outlined in SAFETEA-LU. Section 6011(d) of SAFETEA-LU allows for the substitution of TCMs if certain conditions are met. These include:

"(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;
"(ii) if the substitute control measures are implemented-

- "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or
  "(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;
"(iv) if the substitute and additional control measures were developed through a collaborative process that included--

- "(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air

pollution control agency, and State and local transportation agencies);
"(II) consultation with the Administrator; and
"(III) reasonable public notice and opportunity for comment; and
"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures.

In addition to the conditions above, the substitute project shall be in the same air basin as the existing TCM.

Adoption Procedures for TCM substitution

SCAG and the CTCs will identify and evaluate possible replacement measures, both individual substitution and RTIP rollover measures, through the TCWG, which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies.

Individual TCM Substitution

The transportation conformity provisions in SAFETEA-LU include specific requirements for the substitution of TCMs. A TCM can be used to substitute an existing TCM in an approved SIP if:

(1) the substitute achieves equal or greater emissions reductions;

(2) the schedule is consistent with the existing TCM, or if the implementation date has passed, as soon as practicable, but no later than the date reductions are needed;

(3) Adequate personnel, funding, and enforcement are demonstrated;

(4) The substitute is developed through a collaborative process that includes public comment and concurrence by the MPO, AQMD and EPA;

In addition, SCAG's own TCM substitution process requires that

(5) The measure is in the same air basin as the as the existing TCM.

A substitution does not require a new conformity determination or a SIP revision and this process replaces any process in an approved SIP.

SCAG will maintain documentation of all approved TCM substitutions. The documentation will provide a description of the processes, including a list of the committee or working group members, the public hearing and comment process, and evidence of SCAG adoption.

In addition to rollover and substitution of TCMs, SCAG is implementing "TCM Clusters" as an additional mechanism to maximize flexibility among CTCs and project sponsors. TCM types that are eligible to use clustering are: bike paths, expansion bus purchases and expansion shuttle and paratransit van purchases. To ensure the region's air quality goals are met, for bus, shuttle and paratransit van purchases, the total number of seats cannot fall below the original number identified in the cluster.

In general, certain TCMs will be grouped into "clusters" by type and by jurisdiction. For example, Riverside County may chose to "cluster" all of the bus purchases for the SCAB portion of Riverside County. They could do so by aggregating the total number of bus purchases included in the RTIP for a certain year. As a result, Riverside County would have the flexibility to move bus purchases within that cluster. In the event that a bus purchase in a certain city cannot move forward, and that project is included in a cluster, a bus purchase from another portion of Riverside County (within the same air basin) not originally included in the cluster could be used to "make up" for the first project.. The cluster only applies to committed TCMs.

Each cluster would have an objective such as bus purchase or miles of bikeway. The sum of the objective (i.e., bus purchase, miles of bikeway) is the sum of that objective in the 2006 RTIP. For example, Orange County includes X number of bike path lane miles in the RTIP. The objective for that cluster is X number of lane miles in Orange County. CTCs would not be committed to specific projects, rather they would have the flexibility to meet the total clustered requirements in any way they see fit. The CTCs would be responsible for ensuring that the total number of bus purchases (the objective) is met. For reporting purposes, the projects will be aggregated in the AQMP/SIP similar to the example below.

Bikeways		
Los Angeles County	total dollar amount	total number of miles
Orange County	total dollar amount	total number of miles
Buses		
Los Angeles County	total dollar amount	number of buses/seats
Orange County	total dollar amount	number of buses/seats

Timely Implementation of TCM Clusters

Timely implementation will track the total amount of money programmed for the cluster and the objective (bus purchases, bike lane miles). Projects will continue to be listed individually in the RTIP for informational purposes. Each clusters will include milestone years which will be the completion date for the projects within the cluster. Each time the RTIP is updated the clusters will be reevaluated and quantified. At that

time, CTCs must demonstrate progress toward achieving the goal of the cluster (e.g., five miles of bike lanes by 2010 in Los Angeles County). As new projects are rolled into the AQMP/SIP they may also be included in clusters at the discretion of the CTC.

TCM Implementation

The TCM measures and strategies listed in Attachment 1 of this Appendix replace the TCM strategies contained in the 2003 AQMP/SIP and all previous AQMPs/SIPs. Table 3 provides an outline of the categories of TCMs in the RTIP and 2007 AQMP.

Table 3

TCM Project Categories

Based on the 2006 Regional Transportation Improvement Program (RTIP)

Project Description
A. High Occupancy Vehicle Measures *HOV projects, and their pricing alternatives*
▪ New HOV Lanes – Extensions and Additions to Existing Facilities
▪ New HOV Lanes – With New Facility Projects
▪ New HOV Lanes -- With Facility Improvement Projects
▪ HOV to HOV Bypasses, Connectors, and New Interchanges with Ramp Meters
▪ High Occupancy Toll (HOT) Lanes and Pricing Alternatives
B. Transit and System Management Measures *Bus, rail and shuttle transit expansion and improvements; park and ride lots and inter-modal transfer facilities; bicycle and pedestrian facilities; railroad consolidation programs such as the Alameda Corridor, grade separation projects, channelization, over-passes, underpasses; traffic signalization; intersection improvements*
Transit
▪ Rail Track – New Lines
▪ Rail Track – Capacity Expansion of Existing Lines
▪ New Rolling Stock Acquisition -- Rail Cars and/or Locomotives
▪ Express Busways – Bus Rapid Transit and Dedicated Bus Lanes
▪ Buses – Fleet Expansion
▪ Shuttles and Paratransit Vehicles – Fleet Expansion
Intermodal Transfer Facilities
▪ Rail Stations - New
▪ Rail Stations - Expansion
▪ Park & Ride Lots – New
▪ Park & Ride Lots – Expansion

▪ Bus Stations & Transfer Facilities – New
▪ Bus Stations & Transfer Facilities – Expansion
Non-motorized Transportation Mode Facilities (non-recreational)
▪ Bicycle & Pedestrian Facilities - New
▪ Bicycle & Pedestrian Facilities - Expansion
▪ Bicycle Facilities - New
▪ Bicycle Facilities - Expansion
▪ Pedestrian Facilities - New
▪ Pedestrian Facilities - Expansion
C. Information-based Transportation Strategies *Programs that promote and popularize multi-modal commute strategies to maximize alternatives to single-occupancy vehicle commute trips; marketing and promoting the use of HOV lanes or rail lines to the general public; educating the public regarding cost, locations, accessibility and services available at Park and Ride lots; promoting and marketing vanpool formation and incentive programs; promoting ride-matching services through the Internet and other means of making alternative travel option information more accessible to the general public; Urban Freeway System Management improvements; Smart Corridors System Management programs; Congestion Management Plan-based demand management strategies; county-/corridor-wide vanpool programs; seed money for transportation management associations (TMAs); and TDM demonstration programs/projects eligible for programming in the RTIP.*
▪ Marketing for Rideshare Services and Transit/TDM/Intermodal Services
▪ Intelligent Transportation Systems/Control System Computerization
▪ Telecommuting Programs/Satellite Work Centers
▪ Real-time Rail, Transit, or Freeway Information Systems (changeable message signs)

As outlined in Table 3, the TCMs include the following three main categories of transportation improvement projects and programs.

- High occupancy vehicle (HOV)[2] measures,
- Transit and Systems Management measures, and
- Information-based Transportation Strategies.

In the event a question arises as to whether a specific measure is a TCM, that measure should go to the TCWG for clarification. The agencies and parties at the TCWG will review the project and determine whether the project meets the definition of a TCM. This process also applies in the event that a County Transportation Commission, or other party, wishes to dispute a particular TCM and remove it from the RTIP and the AQMP/SIP.

A description of the broad TCM categories is detailed below. It should be noted that the actual TCMs in the 2007 AQMP are the projects listed in Attachment 1of this Appendix. The categories and descriptions below are provided for informational purposes only.

[2] The HOV designation applies to: passenger cars with two or more passengers, van-pools, shuttles, and buses.

Relation of Current TCM Components To Previous Plans

The TCM components listed in this document are consistent with the TCM elements proposed in previous plans. The components specified in the current TCM replace all components contained in previous AQMPs and their resultant SIP elements.

The TCM strategy in the 2007 AQMP meets the anti-backsliding requirements of Section 110(l) of the Clean Air Act (CAA). This Section of the Clean Air Act restricts EPA's ability to approve state actions that weaken the California SIP. Therefore, the requirements must strengthen the SIP and not interfere with an applicable requirement under the CAA. All TCM commitments from previous AQMPs have been implemented and documentation is provided in the Timely Implementation Reports of the 1996, 1998, 2000, 2001, 2002, 2004 and 2006 RTIPs. The TCMs in the 2007 AQMP continue SCAG's TCM commitment and the TCM status will be reported in the Timely Implementation Reports of subsequent RTIPs.

The 1994 AQMP lists one TCM, comprising various specific strategies, along with a number of Indirect Source Rules (ISRs). Substantial progress has been made in implementing these measures, and the region remains committed to assuring continued implementation.

Table 4
TCMs from 1994 AQMP (TCM1*)

Transportation Improvements	Current Status
HOV Lanes	On going
Transit Improvements	On going.
Park and Ride Facilities	On going - expanded to include all facilities that substantially promote transfer across modes of travel.
Traffic Signal Improvements	On going - focus is on projects that substantially improve regional system flow.
Urban Freeway Systems Management Improvements and Smart Corridors	On going - Intelligent Transportation Systems/Control System Computerization.
Operational Improvements (Flow improvements, Congestion relief)	On going – focus is on projects that substantially improve regional system flow.
Rideshare Programs	On going
TDM Programs	On going
Bicycle Facility Improvements	On going - expanded to include pedestrian facilities as well.

* AQMP Appendix IV-C, September 1994, Pg. II-14 – II-16

In addition to the TCM strategies specified above, indirect source measures were also considered as TCMs in the 1994 AQMP, and were planned for District rule development. However, the legislature has reduced the legal authority to implement the following measures.

Table 5
Indirect Source Controls – 1994 AQMP

ISR 1.	Special Event Centers	Legislative authority removed (H&S 40717.8, 1994)
ISR 2.	Regional Shopping Centers	Legislative authority removed (H&S 40717.6, 1995)
ISR 3.	Registration and Commercial Vehicles	Legislative authority removed (H&S 40717.9, 1995)
ISR 4.	Airport Ground Access	Legislative authority removed (H&S 40717.9, 1995)
ISR 5.	Trip Reduction for Schools	Legislative authority removed (H&S 40717.9, 1995)
ISR 6.	Enhanced Rule 1501	Legislative authority removed (H&S 40717.9, 1995)
ISR 7.	Parking Cash-Out	Legislative authority removed (H&S 40717.9, 1995)

A key step in the 1994 AQMP was the proposal for the formation of the Southern California Economic Partnership (SCEP, or Partnership), intended to help develop many of the innovative and conceptual projects envisioned at that time. It should be noted that the Partnership has been established as an active and effective entity, and is vigorously pursuing these and other projects. These include: Intelligent Transportation Systems (ITS), Smart Shuttles, Telecommunications, Telecommuting Support, Alternative Fuel Vehicle Support and Voluntary Emission Reduction Program, the Clean Cities Program, and the Travel Advisory News Network (TANN) Project. For more details see: http://www.the-partnership.org/index.htm.

ENFORCEABILITY, MONITORING AND FUNDING

The TCM strategies contained in, and implemented as part of, the current AQMP are expected to be real, quantifiable, and enforceable. The region's long-range transportation blueprint, its triennial RTP, and the shorter-term programming used to fund the improvements, the RTIP, together form the foundation and the keystone for improving transportation system performance while at the same time assuring the timely attainment of air quality goals within the Basin. Assessing the consistency of emission reductions deriving from these mobility strategies against the corresponding mobile source emission budgets contained in the applicable SIP elements, serves as the basis for determining reasonable further progress, and provides the information

needed in assuring the timely implementation of each component of the set of TCM strategies described in this document.

TCM Enforceability and Monitoring

The federally funded projects and programs that make up the triennial RTP and the biennial RTIP form the basis for assuring an enforceable commitment for each specified element of the TCM. Federal law requires that funding priority be given to TCMs in developing the RTIP. Therefore, the report on the timely implementation of the TCM strategies will continue to serve as one of the methods of monitoring the air quality impacts of transportation system improvements. In addition, based on the methodology developed by Caltrans and currently in use by all rideshare agencies throughout the state, an annual survey to assess changes in travel behavior will be conducted. SCAG's own State of the Region Commute, though focused on a larger geographic area than just the Basin, also provides information in tracking progress.

The 2006 RTIP provides for timely implementation of the TCM strategies for the Basin. The RTIP is a short-term document covering six years, and it must be updated at least every two years. As the biennial element of the RTIP is revised, the list of fiscally constrained projects, or, rather, projects for which funding has been identified, will be updated. The EPA Transportation Conformity Rule states that timely implementation is to be measured against the TCM strategies in the applicable implementation plan.

The enforceable commitment for TCM measures is to report on the funding and implementation of the first two years of the six-year biennial RTIP. The list of fiscally constrained projects will advance, or "roll forward", and the enforceable commitment will automatically be revised to encompass the first two years of the constrained projects contained in each new RTIP. The implementation status of TCM projects is reported on in subsequent RTIPs until the TCM projects have been reported as completed. In projecting the long-term (2005, 2010, 2020, etc.) impacts which could be ascribed to this measure in the Plan, however, the facilities proposed to be built in the long-term timeframe, and programs as they exist today, serve as the basis for modeling travel and emission impacts.

RTIP ID# *(required)* LA0C40

Project Description *(clearly describe project)*

Valley Boulevard-Alhambra Avenue Connector Project: The City of Los Angeles, in cooperation with Caltrans and the Federal Highway Administration (FHWA), proposes to construct a four-lane (two lanes in each direction) connector road between Valley Boulevard and Alhambra Avenue, a distance of approximately 1,450 feet (see Figure 1 attached). This project would enhance access to regional commercial and industrial centers and would improve east–west mobility in the San Gabriel Valley. The proposed project would not generate new traffic or increase the amount or percentage of truck traffic; rather it would redistribute traffic in the area reducing congestion and improving traffic flow. The connector road alignmentwo uld be "S" shaped and would begin at Valley Boulevard (aligned with the Interstate 710 off-ramp), near the southern limit of the project site, and would connect to Alhambra Avenue near the northern limit of the project site. The proposed project includes construction of a grade separation, a new underpass beneath the Union Pacific Railroad right-of-way, which runs east-west through the northern portion of the site on an elevated grade. Alhambra Avenue between Lowell Avenue and the City of Alhambra boundary would also be realigned to improve operation and traffic safety.

Type of Project *(use Table 1 on instruction sheet)*
New regionally significant street

County	**Narrative Location/Route & Postmiles**
Los Angeles	Valley Blvd. at I-710 NB off-ramp north to Alhambra Ave. in City of Los Angeles; 07-LA-0 **Caltrans Projects – EA#** 07-932102L

Lead Agency: City of Los Angeles (CEQA); FHWA (NEPA)

Contact Person	**Phone#**	**Fax#**	**Email**
Linda Moore, City of LA	213-485-5751	213- 847-0656	Linda.Moore@lacity.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** X **PM10** X

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2003	2007	2008	2009
End	2007	2008	2009	2010

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Interstate 710 (I-710) terminates at Valley Boulevard, just north of Interstate 10 (I-10), in the Los Angeles community of El Sereno and the City of Alhambra, resulting in a "gap" in the 710 freeway between I-10 and Interstate 210, approximately 6 miles to the north in the City of Pasadena. This 6-mile "gap" has resulted in substantial traffic congestion and substantial degradation in mobility within local communities along the freeway "gap" corridor. The existing traffic congestion and impaired mobility in the project vicinity limit access to and from important community resources including California State University, Los Angeles, as well as other local schools and community facilities. Additionally, the existing local roadway network in the project area provides limited north-south routes for vehicles and emergency services providers serving the El Sereno community. Union Pacific Railroad tracks traverse the project area in an east-west alignment, which creates a number of dead-end streets on either side of the tracks. Fremont Avenue is currently the only grade-separated crossing in the north-south direction in the immediate vicinity of the El Sereno community. A grade-separated crossing is planned near the intersection of Valley Boulevard and Alhambra Avenue. However, under present conditions (i.e., one grade separation at Fremont Avenue), when the at-grade crossing at Valley Boulevard and Alhambra Avenue is impassable due to train traffic, delays in emergency response occur. Even after the grade separation is built, City of Los Angeles emergency vehicles that are required to respond to an emergency while in the field in the vicinity of the I-710 terminus would have to backtrack a significant distance to get across the railroad tracks.

The proposed project is intended to provide an "interim" solution to the local traffic, mobility, and safety problems identified above until a long-term "gap" closure solution is devised and implemented. Therefore, the specific objectives of the proposed project are to:

- Provide local traffic congestion relief and improve local and regional mobility by better distributing traffic to and from the I-710 terminus and key local roadways (i.e., Valley Boulevard, Alhambra Avenue, and Fremont Avenue).
- Provide additional local access between the I-710 freeway terminus and the El Sereno community with minimal intrusion into neighborhoods and provide alternative access for emergency vehicle response.
- Enhance traffic operations and safety by improving roadway geometry along Alhambra Avenue and re-striping Valley Boulevard.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The proposed project site is bounded by single-family residential uses to the east, industrial and commercial uses to the north and west, and the I-710 terminus to the south. The greater El Sereno community and neighboring Emery Park area of Alhambra are predominately residential to the north of Alhambra Avenue/Mission Road. Commercial and light industrial uses can be found along Valley Boulevard and Alhambra Avenue/Mission Road. Retail commercial uses are located along Fremont Avenue between Valley Boulevard and Mission Road, and include a large new retail shopping center on the northwest corner of Mission Road and Fremont Avenue. Valley Boulevard (south of the proposed connector road) and Alhambra Avenue (north of the proposed connector road) serve as alternative routes for traffic avoiding congestion on the San Bernardino Freeway (I-10). Similarly, Fremont Avenue, to the east of the proposed project, acts as a substitute for the portion of the I-710 freeway that has not been completed between the I-10 and I-210 freeways.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Year 2010 No Build: NA

Year 2010 Build: AADT = 17,160; % trucks = 5.7*; truck AADT = 980

* From Caltrans 2005 Truck Volumes – Route 710 @ Post Mile 26.497, Monterey Park Jct., Route 10, San Bernardino Freeway

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Year 2030 No Build: N/A

Year 2030 Build: AADT = 19,600; % trucks = 5.7*; truck AADT = 1,120

* From Caltrans 2005 Truck Volumes – Route 710 @ Post Mile 26.497, Monterey Park Jct., Route 10, San Bernardino Freeway

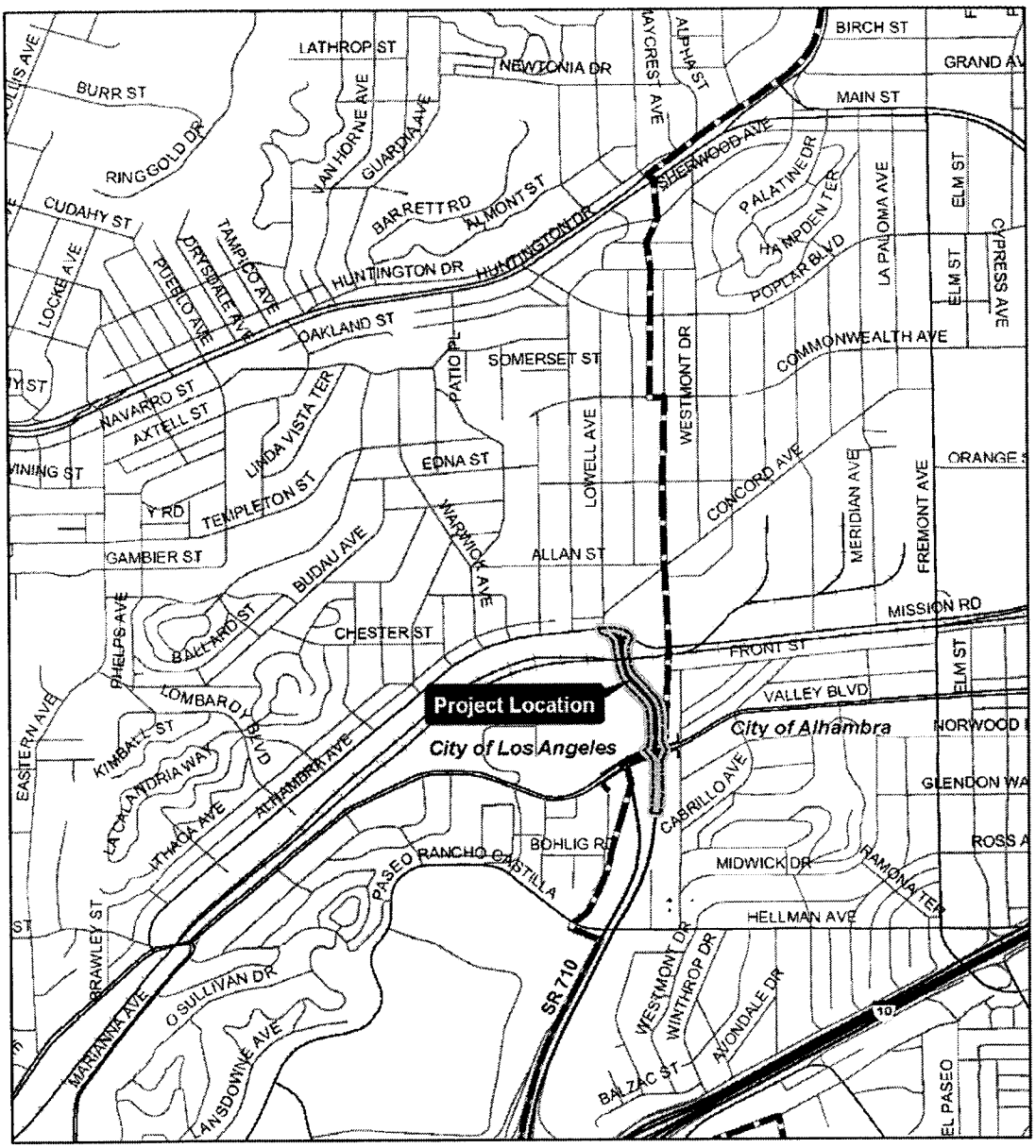
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT,% and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
By creating a new connection between Valley Boulevard and Alhambra Avenue/Mission Road, the proposed interim improvement project would better distribute traffic to and from the I-710 freeway terminus. In addition to the current route to and from the freeway along Valley Boulevard and Fremont Avenue, traffic to and from the freeway would be afforded an alternative route along Alhambra Avenue/Mission Road and the proposed new connector road. This redistribution of traffic between the two routes would result in improved levels of service at key intersections. In addition, traffic operations along eastbound Valley Boulevard to northbound Fremont Avenue would be improved by diverting a portion of traffic to the new connector road and eastbound Alhambra Avenue/Mission Road. Similar operational improvements would also occur along westbound Valley Boulevard from Fremont Avenue to the I-710 on-ramp as a portion of traffic bound for the freeway would use westbound Alhambra Avenue/Mission Road and the new connector road as an alternative to southbound Fremont Avenue and westbound Valley Boulevard. Implementation of supplemental traffic measures in the City of Alhambra (i.e., signal coordination, overhead signage, and re-striping along westbound Valley Boulevard) would augment this improvement in traffic flow along westbound Valley Boulevard from Fremont Avenue to the I-710 on-ramp.

Comments/Explanation/Details *(attach additional sheets as necessary)*

Figure 1: Project Vicinity Map



Source: Census Bureau TIGER Data, 2000.

City Boundary

0 500 1,000 2,000 Feet
0 125 250 500 Meters

RTIP ID# *(required)* 0RA120535

Project Description *(clearly describe project)*
In the City of San Juan Capistrano and County of Orange from Calle Entradero to San Antonio Parkway. Widen from 2 Lanes to 4 Lanes.

Type of Project *(use Table 1 on instruction sheet)*
Change to existing State Highway

County Orange	Narrative Location/Route & Postmiles 12-Ora-74-KP 1.6/4.7 **Caltrans Projects – EA#** 12-086900

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Ahmed Abou-Abdou	949-724-2768	949-440-4465	aabouabd@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
	X				

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	July 1999	March 2006	February 2007	March 2008
End	February 2007	February 2008	February 2008	May 2010

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The purpose of this project is to improve the traffic flow within the project limits. Currently the existing traffic demand exceeds traffic capacity. The roadway operates at the level of service (LOS) F. The traffic forecast for the year 2030 is 41,000 vehicles per day (ADT) and 3,530 vehicles for the peak hour for both directions. Based on the traffic forecast the roadway will continue to operate at LOS F in the year 2030.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Areas of the City of San Juan Capistrano and unincorporated Orange County are located in the Trabuco RSA. A substantial portion of this large, sparsely populated region occupying eastern Orange County contain unincorporated, undeveloped land including designated open spaces such as O'Neil and Caspers Parks and a large section of the Cleveland National Forest. Trabuco RSA is framed by Santiago and Black Star Canyons on the west, I-405 on the south, and Riverside County to the east. Although this RSA contains the Cities of Mission Viejo, Lake Forest, Rancho Santa Margarita, areas of San Clemente and San Juan Capistrano, and the rural communities of Silverado, Modjeska, and Trabuco Canyons, over 26% of the land area remains developable. This represents the highest percentage of all Orange County's RSAs. Approximately three-quarters of the County's planned communities with future growth potential are located here, primarily Ladera Ranch and Rancho Mission Viejo.

The Ladera Ranch planned community development consists of 8,100 residential units plus commercial uses and the nearby Talega residential development comprises 4,965 units.

The Rancho Mission Viejo Planned Community development projected land use consists of 22,815 gross acres and the following types of uses:

Residential: Gross acres = 7,277 Maximum Dwelling Units = 14,000

Urban Activity Center:Gross acres = 251 Maximum Square Footage = 3,480,000

Neighborhood Center:Gross acres = 50 Maximum Square Footage = 500,000

Business Park:Gross acres = 80 Maximum Square Footage = 1,220,000

Golf Resort:Gross acres = 25

Open Space Use: Open space acres = 15,132

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Build	No Build
LOS D (AM and PM)	LOS F (AM and PM)
AADT = 28,000	AADT = 28,000
% Trucks = 7%	% Trucks = 7%
Truck AADT = 1,960	Truck AADT = 1,960

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Build	No Build
LOS C (AM and PM)	LOS F (AM and PM)
AADT = 42,000	AADT = 42,000
% Trucks = 5%	% Trucks = 5%
Truck AADT = 2,200	Truck AADT = 2,200

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
NA

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
NA

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Since there are few parallel routes, the redistribution effects will be minimal.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The Project is included in the FY 1996/2003 RTIP and the 2006 FTIP. The purpose of the project is to improve the traffic flow within the project limits. Currently, the existing traffic demand exceeds traffic capacity. The roadway operates at the LOS F, the traffic forecast for the year 2030 will be LOS F (No Built) and LOS C (Built).

RTIP ID# *(required)* 17850

Project Description *(clearly describe project)*
The project proposes to improve the freeway egress to the Los Angeles International Airport (LAX) by widening the WB Route 105 off-ramp to NB Sepulveda Blvd., from one lane to two lanes. The widening of the off-ramp is proposed from Nash Street to Sepulveda Blvd.

Type of Project *(use Table 1 on instruction sheet)*
Change to Existing State Highway

County	**Narrative Location/Route & Postmiles:** WB I-105 off-ramp to NB Sepulveda Blvd. In the City of Los Angeles, PM 0.74/0.99, KP 1.19/1.59 **Caltrans Projects – EA#** 178501
LA	

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon	213.897.6117	213.897.1634	Andrew.Yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	X **PS&E or Construction**	**Other**

Scheduled Date of Federal Action: November 2006

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2/3/97	10/2/00	03/27/02	10/11/07
End	09/29/00	11/13/06	03/01/07	03/16/09

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Route 105, the Glenn M. Anderson freeway, opened to traffic in October 1993, and the NB Sepulveda Boulevard off-ramp from WB Route I-105 serves as a major point of access to the Los Angeles International Airport (LAX). The existing off-ramp is inadequate for the traffic volumes that it serves. Off-ramp traffic frequently backs up in to the freeway's existing one exit-only lane, causing delays. Traffic investigation studies indicate that this segment of WB I-105 experiences heavy use by travelers. This results in heavy traffic queuing during weekday morning and midday peak periods. Adding a lane to the existing off-ramp will improve operation and reduction in the current stop-and-go traffic pattern is anticipated.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The Los Angeles International Airport and its appurtenant facilities lie just north of the project location. Residential areas lie immediately southwest of this project and warehouses and industrial areas are present to the south east of this project area. Despite the surround land uses, this off-ramp is used heavily by travelers as it serves as a major point of access to the LAX.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	AADT	Truck AADT	% Trucks	LOS
2009 Build	38,500	190	5.0	C
2009 No-Build	34,600	170	5.0	F-3

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

	AADT	Truck AADT	% Trucks	LOS
2030 Build	43,200	220	5.0	C
2030 No-Build	38,800	190	5.0	F-3

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
Widening the WB I-105 off-ramp to NB Sepulveda Boulevard will reduce congestion and enhance access to the LAX. The proposed project will alleviate stop-and-go traffic within and on the main line. The proposed improvement will alleviate off-ramp backups during the morning and mid-day periods as well as congestion and queuing on the freeway.

Comments/Explanation/Details *(attach additional sheets as necessary)*

This is a PCE/CE project to widen the WB I-105 off-ramp from just west of the Nash St. off-ramp. The existing off-ramp has three lanes open to NB Sepulveda Blvd at its terminus while there is only one exit-only lane from WB I-105. This off-ramp serves as a major point of access from the I-105 to the terminals at the LAX and is used heavily by travelers. Due to such high demand, this off-ramp experiences congestion and queuing during the morning and mid-day periods.

This project proposes to widen the off-ramp structure and provide an additional exit-only lane from just west of the Nash St. off-ramp, and thereby, providing operational improvements and reducing stop-and-go operation. Reduction of stop-and-go operation typically results in reduction of emissions. The terminus, alignment, and gore areas of the off-ramp are not proposed to be altered.

The project is currently in PS&E or design phase and a review by the TCWG in regard to PM2.5 conformity requirement is deemed necessary. Based on the AADT not more than 37,200 projected to the horizon year (with truck percentage of 5.1% of total AADT) along with proposed operational improvements, it is believed that this project is not a project of air quality concern.

RTIP ID# *(required)* 18850

Project Description *(clearly describe project)*
On Rte 134, Between pass Ave and California St (Media District) – Modify Rte 134/Hollywood Way I/C, New Ramps between Hollywood Way and Alameda: Modify existing WB SR-134 on-ramp from Hollywood Way and Alameda Avenue interchange; construct a new WB hook on-ramp from NB Alameda Avenue adjacent to an existing off-ramp.

Type of Project *(use Table 1 on instruction sheet)*
Reconfigure Existing Interchange

County	**Narrative Location/Route & Postmiles:** SR-134 between Pass Avenue and California Street (Media District) @ Hollywood Way and Alameda Avenue Interchange, PM 1.4/2.3 **Caltrans Projects – EA#** 18850
LA	

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon	213.897.6117	213.897.1634	Andrew.Yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	X **PS&E or Construction**	**Other**

Scheduled Date of Federal Action: August 2006

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2/4/99	1/30/02	1/18/02	10/16/07
End	11/30/00	5/11/06	4/5/06	6/8/09

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The entertainment industry (largely located in this Media District in the City of Burbank) is one of Southern California's fastest growing industries; and the Media District that surrounds this project location is expected to grow significantly with a doubling of its job base within the next 10 years. The City of Burbank's infrastructure blueprint implemented a long-term transportation plan and traffic management guidelines in an effort to curb the traffic congestion effect on regional growth within the Media District areas. The City has refined the area's transportation needs and recommended improvements in order to accommodate the traffic resulting from the expansion and development of the Media District area.

In addition, the existing configuration of the ramps in the Media District is inefficient and unsafe for motorists due to the disjointed and isolated locations of ramps. The existing on-ramp provides access to the WB SR-134 for local traffic on Alameda Avenue. The on-ramp is currently configured so that the motorists on the NB Alameda Avenue need to make a left turn and cross the SB Alameda Avenue traffic lanes before entering the ramp. This interchange reconfiguration project has been recommended to improve safety and to reduce congestion.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

This project is located in the City of Burbank and within the Media District where entertainment industries including Disney, NBC, Warner Brothers Studios, and the Universal Studios occupy the surrounding areas. The land use pattern is principally commercial and industrial with areas zoned multi-family residential. The area is a rapidly emerging commercial center dominated by several major motion picture and television production facilities, a medical complex and a growing number of offices, retail shops, restaurants and related services.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Traffic data for WB SR-134 on-ramp from Alameda Avenue/Hollywood Way

	AADT	Truck AADT	% Trucks
Build, 2009	8,300	62	0.7
No-Build, 2009	8,200	60	0.7

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Traffic data for WB SR-134 on-ramp from Alameda Avenue/Hollywood Way

	AADT	Peak Hour Total	% Trucks
Build, 2030	9,000	68	0.8
No-Build, 2030	8,850	65	0.7

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Traffic data for mainline SR-134; No major work is proposed on the mainline SR-134 that affects its capacity.

	AADT	Truck AADT	% Trucks	LOS
Opening Year, 2009	217,000	11,000	5	D

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Traffic data for mainline SR-134; No major work is proposed on the mainline SR-134 that affects its capacity.

	AADT	Truck AADT	% Trucks	LOS
Horizon, 2030	253,000	12,428	5	E

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed reconfiguration of the WB SR-134 on-ramp from Alameda Avenue will reduce congestion on the local street and provide improved access to SR-134; by improving efficiency of traffic operation; and by enhancing safety.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The existing on-ramp provides access to WB SR-134 for local traffic on Alameda Avenue. The on-ramp is currently configured so that the local traffic on the NB Alameda Avenue needs to make a left turn and cross the SB Alameda Avenue traffic lanes before entering the ramp. The entrance to the on-ramp is located only approximately 60 meters (196 feet) from the Hollywood Way/Alameda Avenue intersection. The proposed interchange reconfiguration improves the currently inefficient facility and provides a separate access point for motorists traveling on the NB Alameda Avenue just north of Hollywood Way. This improvement has been recommended by the City of Burbank and this project is anticipated to accommodate the significant growth of the entertainment industries jobs projected within the Media District.

The environmental document was approved (EA/FONSI) on July 31, 2000. The project has been Ready-to-Listed and a review by the TCWG in regards to PM2.5 conformity requirement is deemed necessary. With enhanced operation and traffic flow anticipated and low truck traffic volumes, it is believed that this project is not a project of air quality concern.

RTIP ID# *(required)* LA0D477

Project Description *(clearly describe project)*
The build alternative will upgrade an existing section of the roadway from 2 lanes to 6 lanes (see attached diagram) by adding 1 westbound through lane, 1 eastbound through lane, 2 left turn lanes onto the northbound on ramp, and 1 left turn lane onto the southbound on ramp. The southbound off ramp will be restriped to provide a right turn lane, a shared left/through//right turn lane, and a left turn lane. The project also provides a new sidewalk along the northerly overcrossing and a shared pedestrian and bikeway along the southerly overcrossing. Each Ramp intersection will be signalized.

Type of Project *(use Table 1 on instruction sheet)*
Reconfigure existing interchange

County	**Narrative Location/Route & Postmiles**
Los Angeles	Antelope Valley Freeway (SR-14) interchange at Golden Valley Road, KP47.4/48.3(PM 29.5/30.0) **Caltrans Projects – EA#** 240800

Lead Agency: Caltrans

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon	213-897-6117	213-897-1634	Andrew.Yoon@dot.ca.gov

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 x** **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

x	**Categorical Exclusion (NEPA)**	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: September 2006

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	1/16/06	6/15/06	3/14/06	10/3/07
End	9/1/06	5/9/07	10/16/06	4/8/08

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Commercial and residential developments in the project vicinity are expected to grow and create additional traffic to the project overcrossing and ramps. Traffic conditions will degrade the level of service at the ramp intersections from A to D/F without the proposed capacity improvements. This project is necessary to accommodate this future traffic. Also, the approved Environmental Impact Report for the adjacent Golden Valley Ranch Project requires additional capacity for the SR-14 ramps and overcrossing.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The project is surrounded primarily by residential and commercial development. The Golden Valley Ranch project immediately to the east will ultimately include over 600,000 sq. ft. of commercial retail and 498 homes. Residential and commercial retail areas are located to the north, west, and south. The Disney Golden Oaks Ranch is located to the southeast. It is used primarily for scenic filming. There are no major industrial areas or approved industrial projects surrounding the project site.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Golden Valley Road

NO BUILD -- LOS: E, AADT: 10,600, %Trucks: 2%, Truck AADT: 212
BUILD -- LOS: B, AADT: 11,770, %Trucks: 2%, Truck AADT: 235

SR-14

NO BUILD -- LOS: B, AADT: 159,000, %Trucks: 5%, Truck AADT: 7,950
BUILD -- LOS: B, AADT: 175,000, %Trucks: 5%, Truck AADT: 8,750

Note: No work is proposed on the SR-14 freeway mainline.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Golden Valley Road

NO BUILD -- LOS: F, AADT: 25,200, %Trucks 2%, Truck AADT: 504
BUILD -- LOS: B, AADT: 28,000, %Trucks 2%, Truck AADT: 560

SR-14

NO BUILD -- LOS: D, AADT: 220,500, %Trucks: 5%, Truck AADT: 11,025
BUILD -- LOS: D, AADT: 242,550, %Trucks: 5%, Truck AADT: 12,128

Note: No work is proposed on the SR-14 freeway mainline.

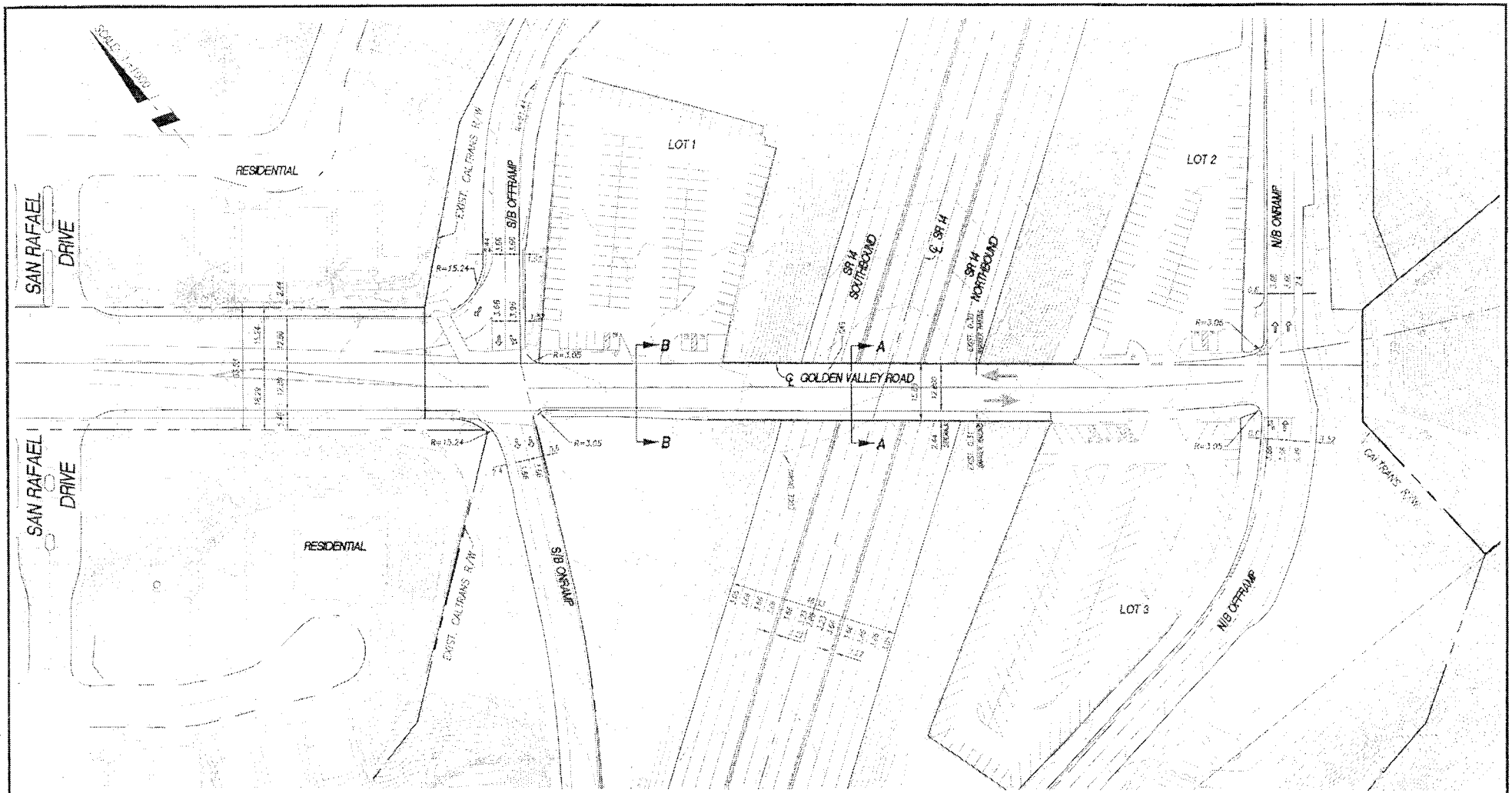
Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed project was initiated to widen Golden Valley Road overcrossing in order to increase capacity for the proposed Golden Valley Ranch development on the south/east side of SR-14. The widening of the bridge itself will not cause any redistribution of traffic.

Comments/Explanation/Details *(attach additional sheets as necessary)*

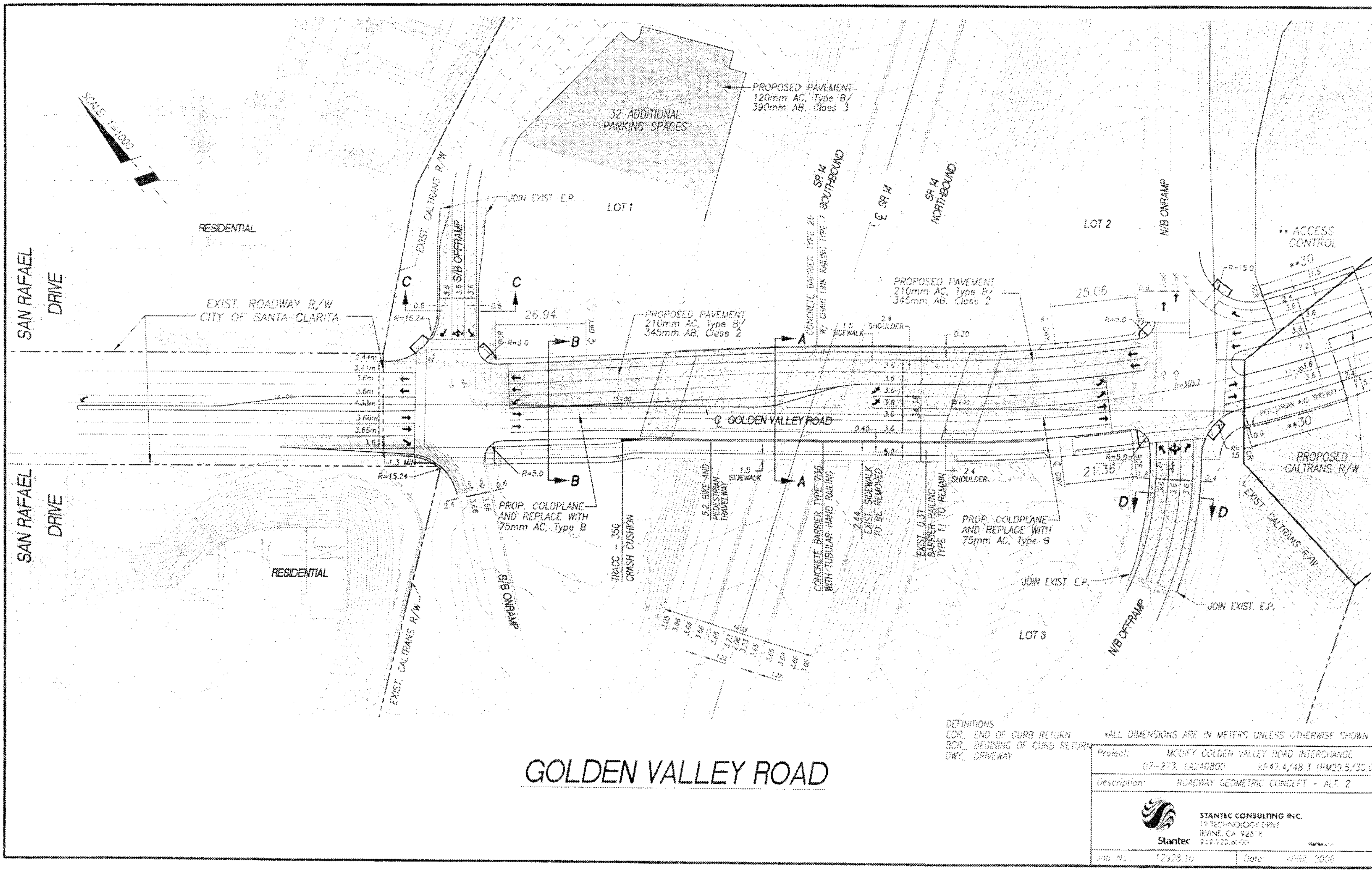
The proposed reconfiguration of the Golden Valley Road/SR-14 interchange would improve the open year level of service on Golden Valley Road as compared to the no build condition from E to B and would improve the horizon year level of service on Golden Valley Road as compared to the no build condition from F to B. This improvement in level of service would substantially reduce engine idling and associated emissions of fine particulates, despite the anticipated minor increase in traffic on Golden Valley Road. Thus, it is believed that the proposed interchange reconfiguration is not a project of air quality concern.

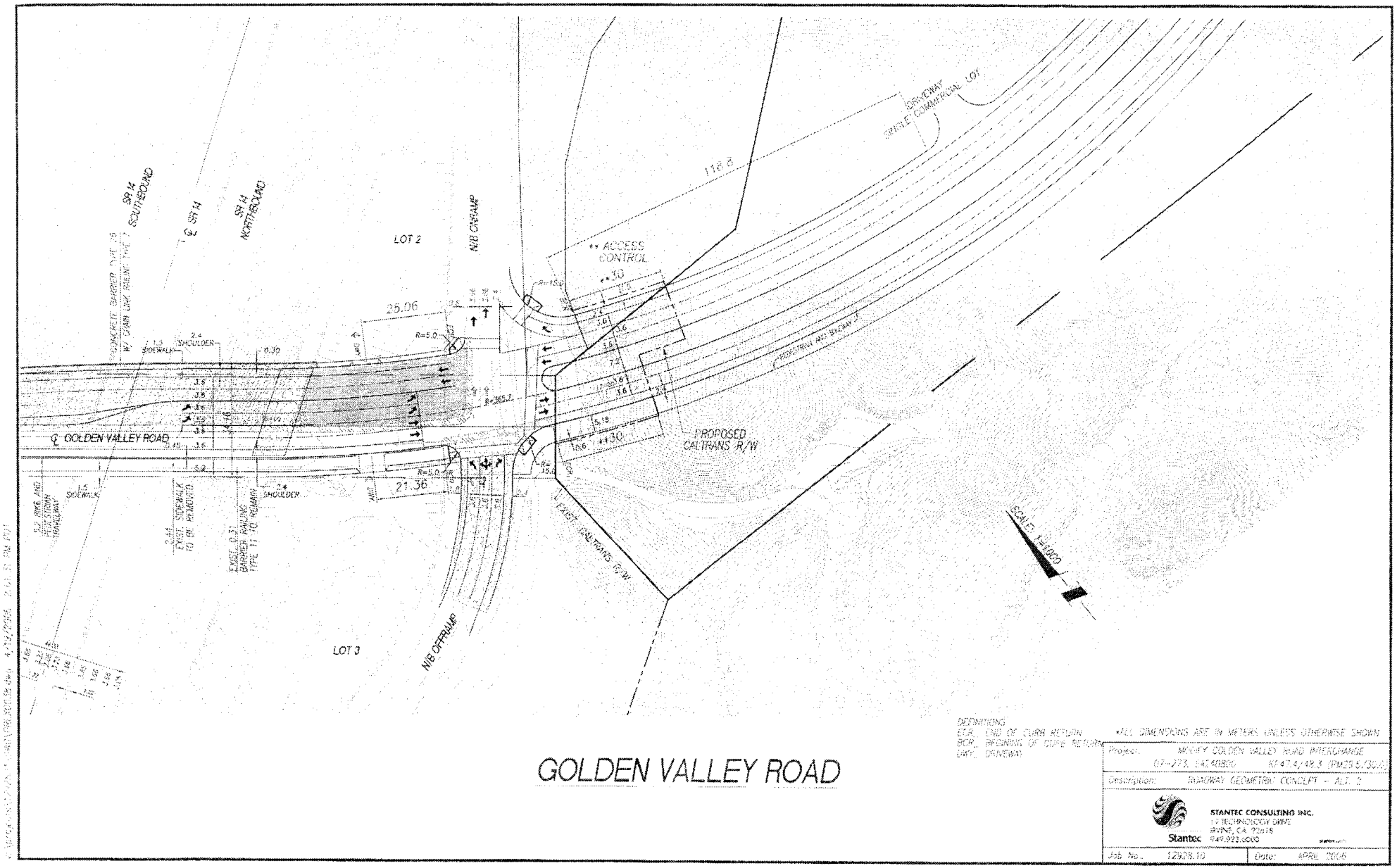


GOLDEN VALLEY ROAD

*ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN

Project:	MODIFY GOLDEN VALLEY ROAD INTERCHANGE 07-273, EA240800 KP42.4/48.3 (PM26.5/30.0)
Description:	EXISTING CROSS SECTION AND ROADWAY GEOMETRY
	STANTEC CONSULTING INC. 19 TECHNOLOGY DRIVE IRVINE, CA 92618 949 923.6000
Job No.:	12928.10
Date:	APRIL 2006


SCALE 1=1000
SAN RAFAEL DRIVE
SAN RAFAEL DRIVE
RESIDENTIAL
RESIDENTIAL
EXIST. ROADWAY R/W CITY OF SANTA CLARITA
EXIST. CALTRANS R/W
S/B OFFRAMP
S/B ONRAMP
JOIN EXIST. E.P.
LOT 1
LOT 2
LOT 3
32 ADDITIONAL PARKING SPACES
PROPOSED PAVEMENT 120mm AC, Type B/ 390mm AB, Class 3
PROPOSED PAVEMENT 210mm AC, Type B/ 345mm AB, Class 2
SR 14 SOUTHBOUND
SR 14
SR 14 NORTHBOUND
CONCRETE BARRIER TYPE 26 W/ CHAIN LINK RAILING TYPE 7
N/B ONRAMP
N/B OFFRAMP
** ACCESS CONTROL
PROPOSED CALTRANS R/W
GOLDEN VALLEY ROAD
PROP. COLDPLANE AND REPLACE WITH 75mm AC, Type B
TRACC - 350 CRASH CUSHION
5.2 BIKE AND PEDESTRIAN TRAVELWAY
CONCRETE BARRIER TYPE 736 WITH TUBULAR HAND RAILING
2.44 EXIST. SIDEWALK TO BE REMOVED
EXIST. 0.31 BARRIER RAILING TYPE 11 TO REMAIN
1.5 SIDEWALK
2.4 SHOULDER
JOIN EXIST. E.P.
GOLDEN VALLEY ROAD
DEFINITIONS
ECR_ END OF CURB RETURN
BCR_ BEGINING OF CURB RETURN
DWY_ DRIVEWAY
*ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
Project: MODIFY GOLDEN VALLEY ROAD INTERCHANGE
07-273, 0A240800 KP47.4/48.3 (PM29.5/30.0)
Description: ROADWAY GEOMETRIC CONCEPT - ALT. 2
STANTEC CONSULTING INC.
IRVINE, CA
Stantec
Job No.
Date



GOLDEN VALLEY ROAD

RTIP ID# *(required)* ORA000147

Project Description *(clearly describe project)*

The proposed Orange County Gateway project is located in northeastern Orange County, along Orangethorpe Avenue and Crowther Avenue, between State Route 57 (SR-57) and State Route 91 (SR-91). The western segment of the project is located within the City of Placentia, while the eastern segment is located within the City of Anaheim. Portions of the project study area are also within unincorporated County of Orange.

Three build alternatives are proposed, along with a no-build Alternative A.

Alternative B consists of railroad lowering from Bradford Avenue to Imperial Highway. This alternative provides for a railroad trench that would begin its descent at Bradford Avenue and proceed easterly down at the maximum grade of one percent to a full trench depth of 12.19 m (40 feet) near Kraemer Boulevard. Proceeding to the east, the trench would remain 10.67 to 12.19 m (35 to 40 feet) deep until just west of Kellogg Drive, where it would begin its ascent at one percent grade to join the existing at-grade rail line at Imperial Highway. The 12.19 m (40 foot) depth would allow the trench to pass below the existing drainage structures that cross the alignment. This alternative consists of several features that are described in detail below.

The proposed trench would be 17.22 m (56.5 feet) wide and consist of two railroad tracks with space to accommodate a third track and a 3.05-meter-wide (10-foot-wide) access road (for maintenance and emergency use). Access points into the trench are located at each end as the tracks enter and exit the trench, as well as two access points into the trench at Lakeview Avenue and Jefferson Street. The trench would be situated within existing BNSF right-of-way except for the 1,737.36-meter-long (5,700-foot-long) stretch of the corridor along Crowther Avenue, where it would be shifted to the south. From west to east, new bridge structures would span the trench at Crowther Avenue, Porter Way, Cardinal Street, Kraemer Boulevard, Oxford Street, Miller Street, Orangethorpe Avenue, Rose Drive/Tustin Avenue, Jefferson Street, Van Buren Street, Richfield Road, Fee Ana Street, Lakeview Avenue, and Kellogg Drive, providing north-south access.

Alternative C is railroad lowering from Bradford Avenue to west of Kellogg Drive. This alternative combines a partial trench with standard grade separations in order to accommodate an emergency bypass route for the railroad utilizing existing tracks. The proposed trench and the at-grade railroad right-of-way would be 17.22 meter wide (56.5 feet wide), consisting of two railroad tracks with space to accommodate a third track and a 3.05-meter-wide (10-foot-wide) access road (for maintenance and emergency use). Access points into the trench are located at each end as the tracks enter and exit the trench, as well as two access points into the trench at Lakeview Avenue and Jefferson Street. Like Alternative B, the rail trench would begin its descent at Bradford Avenue and proceed easterly down at the maximum grade of one percent to a full trench depth of 12.19 meters (40 feet) near Kraemer Boulevard. The trench would remain 10.67 to 12.19 meters (35 to 40 feet) deep until its ascent at one percent grade to join the existing at-grade rail line west of Kellogg Drive. New bridge structures would be the same as Alternative B, with the exception of Lakeview Avenue and Kellogg Drive. Lakeview Avenue would be constructed as a bridge overcrossing of the railroad corridor. Fee Ana Street would be closed at the BNSF right-of-way, and Kellogg Drive would remain as an at-grade crossing.

Alternative D is a standard grade separation that involves eight railroad undercrossings and overcrossings between Kraemer Boulevard and Kellogg Drive. Each undercrossing and overcrossing requires right-of-way acquisition of property in order to allow access to the crossings from the frontage roads (Crowther Avenue and Orangethorpe Boulevard). The proposed at-grade railroad right-of-way would be 17.22 meters wide (56.5 feet wide) and consist of two railroad tracks with space to accommodate a third track and a 3.05-meter-wide (10-foot-wide) access road.

Type of Project *(use Table 1 on instruction sheet)*

Roadway realignment, change to existing regionally significant street.

County	**Narrative Location/Route & Postmiles** Crowther Avenue/Orangethorpe Avenue (corridor is approximately 5 miles in length)
Orange	**Caltrans Projects – EA#** 12-ORA-O-PLCN

Lead Agency: City of Placentia			
Contact Person Michael McConaha	**Phone#** (714) 993-8245	**Fax#** (714) 961-0283	**Email** mmconaha@placentia.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 x** **PM10 x**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
	x				

Scheduled Date of Federal Action: Late 2006

Current Programming Dates *as appropriate*

	PE/Environmental	ENG	ROW	CON
Start	2001	2007	2008	2009
End	2007	2008	2009	2012

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The purpose of the OCG project is to eliminate the current and potential hazards posed by the existing at-grade crossings at several intersections on the Orangethorpe Corridor. At the same time, the project seeks to accomplish the following objectives:

- Improve the economic vitality of the surrounding community by reducing traffic delays for residents, employees, and visitors to area businesses
- Improve the projected future vehicle level of service (LOS) and reduce the amount of congestion and delay on the project area roadway network
- Increase the efficiency of moving people and goods by rail (freight and passengers) and cars and trucks in the OCG project area
- Increase public safety by eliminating at-grade rail/local street crossings
- Reduce operational train noise and whistles
- Reduce emergency vehicle response times
- Reduce air pollution from idling vehicles on local streets at rail crossings

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The land uses along the project corridor include residences, light industrial, and commercial developments.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

LOS = NA[1], ADT = 23,000 Truck ADT = 1,564 (6.8%) along Orangethorpe Avenue

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

LOS = NA[2], ADT = 33,000 Truck ADT = 2,244 (6.8%) along Orangethorpe Avenue

* This data applies to all four (A, B, C, and D) alternatives.

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1 Refer to the attached Table 3.6-B.

2 Refer to the attached Tables 3.6-D, 3.6-F, 3.6-H, and 3.6-I.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
LOS = NA[3], ADT = 6,000 to 24,000 Truck ADT = 408 to 1,632 (6.8%) along Orangethope Avenue cross streets

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
LOS = NA[4], ADT = 6,000 to 33,000 Truck ADT = 408 to 2,244 (6.8%) along Orangethope Avenue cross streets

* This data applies to all four (A, B, C, and D) alternatives.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
See attached analysis

Comments/Explanation/Details *(attach additional sheets as necessary)*
See attached analysis

[3] Refer to the attached Table 3.6-B.

[4] Refer to the attached Tables 3.6-D, 3.6-F, 3.6-H, and 3.6-I.

Particulate Matter (PM_{10} and $PM_{2.5}$) Analysis

The proposed project is within a nonattainment area for federal PM2.5 and PM_{10} standards. Therefore, per 40 CFR Part 93 analyses are required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a project of air quality concern (POAQC) because of the following reasons:

i. The proposed project is not a new or expanded highway project. The proposed project is a roadway realignment and railway overcrossing/lowering project that does not increase the capacity of the local roadways. This type of project improves roadway operations by reducing traffic congestion and improving railroad safety. Based on the *Traffic Analysis* (LSA Associates, Inc., 2004), the proposed project would not increase the traffic volumes along the local roadways. None of the traffic volumes along the roadways within the project vicinity would exceed the 125,000 average daily trips (ADT) threshold for a POAQC. In addition, based on the traffic volumes along SR-57 (6.8 percent trucks) the truck traffic would not exceed eight percent truck volume or the 10,000 truck ADT threshold for POAQC.

ii. The proposed project does not affect intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles. The purpose of the proposed project is to eliminate the existing at-grade railroad crossings along Crowther Avenue and Orangethorpe Avenue. The removal of these at-grade crossings would reduce the delay and improve the LOS at intersections within the project vicinity. The LOS conditions in the project vicinity with and without the proposed project are shown in Tables 3.6-D, 3.6-F, 3.6-H, and 3.6-I.

iii. The proposed project does not include the construction of a new bus or rail terminal.

iv. The proposed project does not expand an existing bus or rail terminal.

Therefore, the proposed project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{10} or $PM_{2.5}$ violation.

Table 3.6-B: O.C. Gateway Existing Level of Service Summary

	Jurisdiction/Intersection	Existing Count							
		AM	LOS	Delay	LOS	PM	LOS	Delay	LOS
	Fullerton								
1	State College and Yorba Linda	.80	C			.93	E		
2	State College and Nutwood	.63	B			.64	B		
3	State College and Chapman	.76	C			.87	D		
4	State College and Commonwealth	.69	B			.70	B		
5	***State College and Orangethorpe***	.87	D			.89	D		
10	Associated Rd. and Yorba Linda	.65	B			.61	B		
11	Nutwood and Commonwealth	.41	A			.39	A		
12	Chapman and Commonwealth	.56	A			.77	C		
13	SR-57 SB and Yorba Linda			13.5	B			> 80	F
14	SR-57 NB and Yorba Linda			18.4	B			61.8	E
15	SR-57 SB and Nutwood			21.4	C			21.9	C
16	SR-57 NB and Nutwood			20.2	C			20.3	C
17	SR-57 SB and Chapman			14.4	B			14.4	B
18	SR-57 NB and Chapman			19.8	B			22.7	C
21	Placentia and Yorba Linda	.90	D			.95	E		
22	Placentia and Madison	.55	A			.61	B		
	Placentia								
19	***SR-57 SB and Orangethorpe***			20.7	C			21.4	C
20	***SR-57 NB and Orangethorpe***			54.9	D			24.3	C
23	Placentia and Nutwood	.71	C			.63	B		
24	Placentia and Chapman	.73	C			.76	C		
25	Placentia and Crowther	.47	A			.55	A		
26	Placentia and Orangethorpe	.53	A			.86	D		
28	Bradford and Yorba Linda	.52	A			.71	C		
29	Bradford and Madison			15.2	C			19.7	C
30	Bradford and Chapman	.61	B			.59	A		
31	Bradford and Crowther			15.2	C			15.4	C
32	Melrose and Crowther			14.8	B			17.9	C
33	Melrose and Orangethorpe	.51	A			.70	B		
36	Kraemer and Yorba Linda	.70	B			.85	D		
37	Kraemer and Madison	.70	B			.64	B		
38	Kraemer and Alta Vista	.73	C			.82	D		
39	Kraemer and Chapman	.83	D			.84	D		
46	Palm Dr. and Yorba Linda	.44	A			.47	A		
47	Valencia and Yorba Linda	.66	B			.50	A		
48	Valencia and Palm Dr.			12.7	B			13.4	B
53	Tustin and Yorba Linda	.62	B			.79	C		
54	Tustin and Palm Dr.	.69	B			.58	A		
55	Tustin and Buena Vista	.79	C			.81	D		

Notes:

Grey shading denotes intersections that exceed performance criteria (LOS "D" for all non-CMP intersections, and LOS "E" for all CMP intersections)

CMP intersections are in ***bold italic font***

Delay calculations and LOS are presented for unsignalized intersections and Caltrans ramp intersections in the study area. All other calculations for signalized intersections use the ICU/LOS methodology.

Delay is expressed in average seconds of delay per vehicle.

Table 3.6-B - O.C. Gateway Existing Level of Service Summary (Cont.)

	Jurisdiction/Intersection	Existing Count							
		AM	LOS	Delay	LOS	PM	LOS	Delay	LOS
	Placentia (cont'd)								
56	Tustin and Alta Vista	.78	C			.78	C		
57	***Rose/Tustin and Orangethorpe***	.66	B			.70	B		
63	Jefferson and Alta Vista	.31	A			.29	A		
64	Jefferson and Orangethorpe	.61	B			.53	A		
69	Richfield and Orangethorpe	.63	B			.60	B		
74	Lakeview and Miraloma			31.5	D			>50	F
88	Van Buren and Buena Vista			18.9	C			15.5	C
89	Van Buren and Alta Vista	.55	A			.44	A		
90	Van Buren and Orchard Dr.			11.2	B			10.0	B
91	Van Buren and Orangethorpe	.71	C			.64	B		
92	Van Buren and Miraloma			9.5	A			12.1	B
94	Richfield and Orchard Dr.			17.9	C			31.3	D
95	Lakeview and Orchard Dr.			15.6	C			28.3	D
	Anaheim								
6	***State College and SR-91 WB***			19.2	B			19.1	B
7	***State College and SR-91 EB***			19.1	B			21.2	C
8	State College and Placentia	.61	B			.83	D		
9	State College and La Palma	.60	A			.85	D		
27	Miraloma and La Palma	—	—			—	—		
34	Melrose and Miraloma	.35	A			.44	A		
35	Melrose and La Palma	.48	A			.69	B		
40	Kraemer and Crowther	.52	A			.67	B		
41	Kraemer and Orangethorpe	.67	B			.68	B		
42	Kraemer and Miraloma	.52	A			.55	A		
43	Kraemer and La Palma	.71	C			.92	E		
44	Kraemer and SR-91 WB			16.7	B			19.4	B
45	Glassell and SR-91 EB			>50	F			>50	F
49	Miller and Orangethorpe	.53	A			.66	B		
50	Miller St. and Miraloma	.47	A			.42	A		
51	Miller St. and La Palma	.46	A			.53	A		
52	Chapman and Orangethorpe	.49	A			.54	A		
58	Tustin and Miraloma	.77	C			.68	B		
59	Tustin and Jefferson			>50	F			>50	F
60	Tustin and La Palma	.78	C			.87	D		
61	***Tustin and SR-91 WB***			24.6	C			22.3	C
62	***Tustin and SR-91 EB***			21.9	C			19.4	B
65	Jefferson and Miraloma			12.1	B			14.8	B
70	Richfield and Miraloma			15.1	C			14.1	B
71	Richfield and La Palma	.40	A			.52	A		

Notes:

Grey shading denotes intersections that exceed performance criteria (LOS "D" for all non-CMP intersections, and LOS "E" for all CMP intersections)

CMP intersections are ***in bold italic font***

Delay calculations and LOS are presented for unsignalized intersections and Caltrans ramp intersections in the study area. All other calculations for signalized intersections use the ICU/LOS methodology.

Delay is expressed in average seconds of delay per vehicle.

Table 3.6-B - O.C. Gateway Existing Level of Service Summary (Cont.)

	Jurisdiction/Intersection	Existing Count AM	LOS	Delay	LOS	PM	LOS	Delay	LOS
	Anaheim (cont'd)								
73	Lakeview and Orangethorpe	.73	C			.84	D		
75	Lakeview and La Palma	.54	A			.72	C		
76	Lakeview and SR-91 WB			15.7	B			8.8	A
77	Lakeview and SR-91 EB			15.2	B			17.2	B
78	N. Kellogg and Orangethorpe	.56	A			.62	B		
79	S. Kellogg and Orangethorpe	.54	A			.62	B		
80	S. Kellogg and La Palma	.50	A			.45	A		
83	N. Kellogg and Imperial SB			24.0	C			14.6	B
84	N. Kellogg and Imperial NB	.53	A			.30	A		
85	Imperial and Orangethorpe			50.1	D			52.6	D
86	Imperial Hwy. and La Palma	.77	C			.79	C		
93	Van Buren and La Palma	.47	A			.49	A		
96	Glenview and Orangethorpe			> 50	F			30.4	D
97	Holbrook and Orangethorpe			24.6	C			12.8	B
98	N. Kellogg and Glenview	.58	A			.29	A		
99	N. Kellogg and Holbrook			35.2	E			12.1	B
100	***Imperial Hwy. and SR-91 WB***			12.8	B			9.5	A
101	***Imperial Hwy. and SR-91 EB***			11.4	B			16.9	B
	Yorba Linda								
66	Valley View and Yorba Linda	.49	A			.72	C		
67	Richfield and Yorba Linda	.44	A			.67	B		
68	Richfield and Buena Vista			17.4	C			15.5	C
72	Lakeview and Buena Vista			24.1	C			24.5	C
81	Imperial Hwy. and Yorba Linda	.42	A			.68	B		
87	Van Buren and Yorba Linda	.46	A			.63	B		

Notes:

Grey shading denotes intersections that exceed performance criteria (LOS "D" for all non-CMP intersections, and LOS "E" for all CMP intersections)

CMP intersections are ***in bold italic font***

Delay calculations and LOS are presented for unsignalized intersections and Caltrans ramp intersections in the study area. All other calculations for signalized intersections use the ICU/LOS methodology.

Delay is expressed in average seconds of delay per vehicle.

Table 3.6-H - O.C. Gateway Future (Year 2025) Level of Service Summary
Alternative C - Modified Railroad Lowering

	Jurisdiction/Intersection	Year 2025 AM	LOS	Delay	LOS	PM	LOS	Delay	LOS
	Fullerton								
1	State College and Yorba Linda	.97	E			1.22	F		
2	State College and Nutwood	.76	C			.85	D		
3	State College and Chapman	.89	D			1.07	F		
4	State College and Commonwealth	.96	E			.92	E		
5	***State College and Orangethorpe***	1.04	F			1.24	F		
10	Associated Rd. and Yorba Linda	.83	D			.70	B		
11	Nutwood and Commonwealth	.43	A			.50	A		
12	Chapman and Commonwealth	.56	A			.76	C		
13	SR-57 SB and Yorba Linda			19.7	B			22.8	C
14	SR-57 NB and Yorba Linda			23.1	C			21.9	C
15	SR-57 SB and Nutwood			27.3	C			21.5	C
16	SR-57 NB and Nutwood			33.5	C			21.8	C
17	SR-57 SB and Chapman			16.8	B			14.5	B
18	SR-57 NB and Chapman			20.5	C			24.3	C
21	Placentia and Yorba Linda	.97	E			1.03	F		
22	Placentia and Madison	.61	B			.68	B		
	Placentia								
19	***SR-57 SB and Orangethorpe***			26.2	C			23.4	C
20	***SR-57 NB and Orangethorpe***			>80	F			39.5	D
23	Placentia and Nutwood	.82	D			.73	C		
24	Placentia and Chapman	.85	D			.99	E		
25	Placentia and Crowther	.49	A			.64	B		
26	Placentia and Orangethorpe	.81	D			1.07	F		
28	Bradford and Yorba Linda	.61	B			.81	D		
29	Bradford and Madison			29.1	D			>50	F
30	Bradford and Chapman	.76	C			.71	C		
31	Bradford and Crowther			26.1	D			18.9	C
32	Melrose and Crowther			15.6	C			19.0	C
33	Melrose and Orangethorpe	.64	B			.87	D		
36	Kraemer and Yorba Linda	1.00	E			1.00	E		
37	Kraemer and Madison	.80	C			.68	B		
38	Kraemer and Alta Vista	.80	C			.84	D		
39	Kraemer and Chapman	.81	D			.86	D		
46	Palm Dr. and Yorba Linda	.45	A			.45	A		
47	Valencia and Yorba Linda	.67	B			.46	A		
48	Valencia and Palm Dr.			25.5	D			24.9	C
53	Tustin and Yorba Linda	.66	B			.76	C		
54	Tustin and Palm Dr.	.92	E			.69	B		
55	Tustin and Buena Vista	.84	D			.86	D		

Notes:

Grey shading denotes intersections that exceed performance criteria (LOS "D" for all non-CMP intersections, and LOS "E" for all CMP intersections).

CMP intersections are ***bolded and italicized***

Delay calculations and LOS are presented for unsignalized intersections and Caltrans ramp intersections in the study area. All other calculations for signalized intersections use the ICU/LOS methodology.

Delay is expressed in average seconds of delay per vehicle.

Table 3.6-F - O.C. Gateway Future (Year 2025) Level of Service Summary
Alternative B - Railroad Lowering (Cont.)

	Jurisdiction/Intersection	Year 2025 AM	LOS	Delay	LOS	PM	LOS	Delay	LOS
	Placentia (cont'd)								
56	Tustin and Alta Vista	.98	E			.88	D		
57	***Rose/Tustin and Orangethorpe***	.93	E			.85	D		
63	Jefferson and Alta Vista	.41	A			.36	A		
64	Jefferson and Orangethorpe	.54	A			.52	A		
69	Richfield and Orangethorpe	.71	C			.75	C		
74	Lakeview and Miraloma			> 50	F			>50	F
88	Van Buren and Buena Vista			26.7	D			41.6	E
89	Van Buren and Alta Vista	.64	B			.52	A		
90	Van Buren and Orchard Dr.			12.3	B			11.9	B
91	Van Buren and Orangethorpe	.65	B			.62	B		
92	Van Buren and Miraloma			22.2	C			34.7	D
94	Richfield and Orchard Dr.			22.5	C			46.5	E
95	Lakeview and Orchard Dr.			> 50	F			10.6	B
	Anaheim								
6	***State College and SR-91 WB***			22.2	C			34.5	C
7	***State College and SR-91 EB***			24.6	C			35.0	C
8	State College and Placentia	.68	B			.96	E		
9	State College and La Palma	.72	C			.98	E		
27	Miraloma and La Palma	1.14	F			1.00	E		
34	Melrose and Miraloma	.42	A			.61	B		
35	Melrose and La Palma	.51	A			.80	C		
40	Kraemer and Crowther	.66	B			.77	C		
41	Kraemer and Orangethorpe	.83	D			.76	C		
42	Kraemer and Miraloma	.65	B			.78	C		
43	Kraemer and La Palma	.76	C			1.22	F		
44	Kraemer and SR-91 WB			23.6	C			22.6	C
45	Glassell and SR-91 EB			> 50	F			> 50	F
49	Miller and Orangethorpe	.44	A			.53	A		
50	Miller St. and Miraloma	.59	A			.59	A		
51	Miller St. and La Palma	.48	A			.63	B		
52	Chapman and Orangethorpe	.65	B			.55	A		
58	Tustin and Miraloma	.86	D			.73	C		
59	Tustin and Jefferson			> 50	F			> 50	F
60	Tustin and La Palma	1.01	F			1.09	F		
61	***Tustin and SR-91 WB***			31.6	C			21.2	C
62	***Tustin and SR-91 EB***			49.7	D			33.1	C
65	Jefferson and Miraloma			18.2	C			17.5	C
70	Richfield and Miraloma			> 50	F			> 50	F
71	Richfield and La Palma	.45	A			.56	A		

Notes:

Grey shading denotes intersections that exceed performance criteria (LOS "D" for all non-CMP intersections, and LOS "E" for all CMP intersections)

CMP intersections are ***in bold italic font***

Delay calculations and LOS are presented for unsignalized intersections and Caltrans ramp intersections in the study area. All other calculations for signalized intersections use the ICU/LOS methodology.

Delay is expressed in average seconds of delay per vehicle.

Table 3.6-F - O.C. Gateway Future (Year 2025) Level of Service Summary
Alternative B - Railroad Lowering (Cont.)

	Jurisdiction/Intersection	Year 2025 AM	LOS	Delay	LOS	PM	LOS	Delay	LOS
	Anaheim (cont'd)								
73	Lakeview and Orangethorpe	.89	D			.91	E		
75	Lakeview and La Palma	.61	B			.81	D		
76	Lakeview and SR-91 WB			26.3	C			11.3	B
77	Lakeview and SR-91 EB			17.3	B			17.9	B
78	N. Kellogg and Orangethorpe	.55	A			.62	B		
79	S. Kellogg and Orangethorpe	.61	B			.68	B		
80	S. Kellogg and La Palma	.53	A			.67	B		
83	N. Kellogg and Imperial SB			> 50	F			> 50	F
84	N. Kellogg and Imperial NB	.57	A			.35	A		
85a	Imperial SB and Orangethorpe			21.8	C			21.9	C
85b	Imperial NB and Orangethorpe			9.1	A			16.2	B
86	Imperial Hwy. and La Palma	1.16	F			1.04	F		
93	Van Buren and La Palma	.51	A			.55	A		
96	Glenview and Orangethorpe			43.3	E			26.9	D
97	Holbrook and Orangethorpe			24.7	C			18.1	C
98	N. Kellogg and Glenview	.60	A			.30	A		
99	N. Kellogg and Holbrook			> 50	F			> 50	F
100	***Imperial Hwy and SR-91 WB***			22.1	C			18.5	B
101	***Imperial Hwy and SR-91 EB***			13.9	B			21.9	C
	Yorba Linda								
66	Valley View and Yorba Linda	.46	A			.61	B		
67	Richfield and Yorba Linda	.35	A			.53	A		
68	Richfield and Buena Vista			22.1	C			21.0	C
72	Lakeview and Buena Vista			56.2	F			27.8	D
81	Imperial Hwy. and Yorba Linda	.54	A			.84	D		
87	Van Buren and Yorba Linda	.34	A			.45	A		

Notes:

Grey shading denotes intersections that exceed performance criteria (LOS "D" for all non-CMP intersections, and LOS "E" for all CMP intersections)

CMP intersections are ***in bold italic font***

Delay calculations and LOS are presented for unsignalized intersections and Caltrans ramp intersections in the study area. All other calculations for signalized intersections use the ICU/LOS methodology.

Delay is expressed in average seconds of delay per vehicle.

Table 3.6-H - O.C. Gateway Future (Year 2025) Level of Service Summary
Alternative C - Modified Railroad Lowering

	Jurisdiction/Intersection	Year 2025 AM	LOS	Delay	LOS	PM	LOS	Delay	LOS
	Fullerton								
1	State College and Yorba Linda	.97	E			1.22	F		
2	State College and Nutwood	.76	C			.85	D		
3	State College and Chapman	.89	D			1.07	F		
4	State College and Commonwealth	.96	E			.92	E		
5	***State College and Orangethorpe***	1.04	F			1.24	F		
10	Associated Rd. and Yorba Linda	.83	D			.70	B		
11	Nutwood and Commonwealth	.43	A			.50	A		
12	Chapman and Commonwealth	.56	A			.76	C		
13	SR-57 SB and Yorba Linda			19.7	B			22.8	C
14	SR-57 NB and Yorba Linda			23.1	C			21.9	C
15	SR-57 SB and Nutwood			27.3	C			21.5	C
16	SR-57 NB and Nutwood			33.5	C			21.8	C
17	SR-57 SB and Chapman			16.8	B			14.5	B
18	SR-57 NB and Chapman			20.5	C			24.3	C
21	Placentia and Yorba Linda	.97	E			1.03	F		
22	Placentia and Madison	.61	B			.68	B		
	Placentia								
19	***SR-57 SB and Orangethorpe***			26.2	C			23.4	C
20	***SR-57 NB and Orangethorpe***			>80	F			39.5	D
23	Placentia and Nutwood	.82	D			.73	C		
24	Placentia and Chapman	.85	D			.99	E		
25	Placentia and Crowther	.49	A			.64	B		
26	Placentia and Orangethorpe	.81	D			1.07	F		
28	Bradford and Yorba Linda	.61	B			.81	D		
29	Bradford and Madison			29.1	D			>50	F
30	Bradford and Chapman	.76	C			.71	C		
31	Bradford and Crowther			26.1	D			18.9	C
32	Melrose and Crowther			15.6	C			19.0	C
33	Melrose and Orangethorpe	.64	B			.87	D		
36	Kraemer and Yorba Linda	1.00	E			1.00	E		
37	Kraemer and Madison	.80	C			.68	B		
38	Kraemer and Alta Vista	.80	C			.84	D		
39	Kraemer and Chapman	.81	D			.86	D		
46	Palm Dr. and Yorba Linda	.45	A			.45	A		
47	Valencia and Yorba Linda	.67	B			.46	A		
48	Valencia and Palm Dr.			25.5	D			24.9	C
53	Tustin and Yorba Linda	.66	B			.76	C		
54	Tustin and Palm Dr.	.92	E			.69	B		
55	Tustin and Buena Vista	.84	D			.86	D		

Notes:

Grey shading denotes intersections that exceed performance criteria (LOS "D" for all non-CMP intersections, and LOS "E" for all CMP intersections).

CMP intersections are ***bolded and italicized***

Delay calculations and LOS are presented for unsignalized intersections and Caltrans ramp intersections in the study area. All other calculations for signalized intersections use the ICU/LOS methodology.

Delay is expressed in average seconds of delay per vehicle.

Table 3.6-H - O.C. Gateway Future (Year 2025) Level of Service Summary
Alternative C - Modified Railroad Lowering (Cont.)

	Jurisdiction/Intersection	Year 2025 AM	LOS	Delay	LOS	PM	LOS	Delay	LOS
	Placentia (cont'd)								
56	Tustin and Alta Vista	.98	E			.88	D		
57	***Rose/Tustin and Orangethorpe***	.93	E			.85	D		
63	Jefferson and Alta Vista	.41	A			.36	A		
64	Jefferson and Orangethorpe	.54	A			.52	A		
69	Richfield and Orangethorpe	.71	C			.75	C		
74	Lakeview and Miraloma			> 50	F			> 50	F
88	Van Buren and Buena Vista			26.7	D			41.6	E
89	Van Buren and Alta Vista	.64	B			.52	A		
90	Van Buren and Orchard Dr.			12.3	B			11.9	B
91	Van Buren and Orangethorpe	.65	B			.62	B		
92	Van Buren and Miraloma			22.2	C			34.7	D
94	Richfield and Orchard Dr.			22.5	C			46.5	E
95	Lakeview and Orchard Dr.			>50	F			10.6	B
	Anaheim								
6	***State College and SR-91 WB***			22.2	C			34.5	C
7	***State College and SR-91 EB***			24.6	C			35.0	C
8	State College and Placentia	.68	B			.96	E		
9	State College and La Palma	.72	C			.98	E		
27	Miraloma and La Palma	1.14	F			1.00	E		
34	Melrose and Miraloma	.42	A			.61	B		
35	Melrose and La Palma	.51	A			.80	C		
40	Kraemer and Crowther	.66	B			.77	C		
41	Kraemer and Orangethorpe	.83	D			.76	C		
42	Kraemer and Miraloma	.65	B			.78	C		
43	Kraemer and La Palma	.76	C			1.22	F		
44	Kraemer and SR-91 WB			23.6	C			22.6	C
45	Glassell and SR-91 EB			> 50	F			> 50	F
49	Miller and Orangethorpe	.44	A			.53	A		
50	Miller St. and Miraloma	.59	A			.59	A		
51	Miller St. and La Palma	.48	A			.63	B		
52	Chapman and Orangethorpe	.65	B			.55	A		
58	Tustin and Miraloma	.86	D			.73	C		
59	Tustin and Jefferson			> 50	F			> 50	F
60	Tustin and La Palma	1.01	F			1.09	F		
61	***Tustin and SR-91 WB***			31.6	C			21.2	C
62	***Tustin and SR-91 EB***			49.7	D			33.1	C
65	Jefferson and Miraloma			18.2	C			17.5	C
70	Richfield and Miraloma			76.6	F			> 50	F
71	Richfield and La Palma	.45	A			.56	A		

Notes:

Grey shading denotes intersections that exceed performance criteria (LOS "D" for all non-CMP intersections, and LOS "E" for all CMP intersections).

CMP intersections are ***bolded and italicized***

Delay calculations and LOS are presented for unsignalized intersections and Caltrans ramp intersections in the study area. All other calculations for signalized intersections use the ICU/LOS methodology.

Delay is expressed in average seconds of delay per vehicle.

Table 3.6-H - O.C. Gateway Future (Year 2025) Level of Service Summary
Alternative C - Modified Railroad Lowering (Cont.)

	Jurisdiction/Intersection	Year 2025 AM	LOS	Delay	LOS	PM	LOS	Delay	LOS
	Anaheim (cont'd)								
73a	Lakeview (SB) and Orangethorpe	.70	B			.51	A		
73b	Lakeview (NB) and Orangethorpe	.52	A			.78	C		
75	Lakeview and La Palma	.61	B			.81	D		
76	Lakeview and SR-91 WB			26.3	C			11.3	B
77	Lakeview and SR-91 EB			17.3	B			17.9	B
78	N. Kellogg and Orangethorpe	.61	B			.68	B		
79	S. Kellogg and Orangethorpe	.55	A			.62	B		
80	S. Kellogg and La Palma	.53	A			.67	B		
83	N. Kellogg and Imperial SB			> 50	F			> 50	F
84	N. Kellogg and Imperial NB	.57	A			.35	A		
85a	Imperial SB and Orangethorpe			21.8	C			21.9	C
85b	Imperial NB and Orangethorpe			9.1	A			16.2	B
86	Imperial Hwy. and La Palma	1.16	F			1.04	F		
93	Van Buren and La Palma	.51	A			.55	A		
96	Glenview and Orangethorpe			43.3	E			26.9	D
97	Holbrook and Orangethorpe			24.7	C			18.1	C
98	N. Kellogg and Glenview	.60	A			.30	A		
99	N. Kellogg and Holbrook			> 50	F			> 50	F
100	***Imperial Hwy and SR-91 WB***			22.1	C			18.5	B
101	***Imperial Hwy and SR-91 EB***			13.9	B			21.9	C
	Yorba Linda								
66	Valley View and Yorba Linda	.46	A			.61	B		
67	Richfield and Yorba Linda	.35	A			.53	A		
68	Richfield and Buena Vista			22.1	C			21.0	C
72	Lakeview and Buena Vista			56.2	F			27.8	D
81	Imperial Hwy. and Yorba Linda	.54	A			.84	D		
87	Van Buren and Yorba Linda	.34	A			.45	A		

Notes:

Grey shading denotes intersections that exceed performance criteria (LOS "D" for all non-CMP intersections, and LOS "E" for all CMP intersections).

CMP intersections are ***bolded and italicized***

Delay calculations and LOS are presented for unsignalized intersections and Caltrans ramp intersections in the study area. All other calculations for signalized intersections use the ICU/LOS methodology.

Delay is expressed in average seconds of delay per vehicle.

Table 3.6-I - OC Gateway Future (Year 2025) Level of Service Summary
Alternative D - Grade Separation (Cont.)

	Jurisdiction/Intersection	Year 2025 AM	LOS	Delay	LOS	PM	LOS	Delay	LOS
	Anaheim (cont'd)								
61	***Tustin and SR-91 WB***			31.6	C			21.2	C
62	***Tustin and SR-91 EB***			49.7	D			33.1	C
65	Jefferson and Miraloma			18.2	C			17.5	C
70	Richfield and Miraloma			>50	F			>50	F
71	Richfield and La Palma	.45	A			.56	A		
73a	Lakeview and Orangethorpe	.70	B			.51	A		
73b	Lakeview and Orangethorpe	.52	A			.78	C		
75	Lakeview and La Palma	.61	B			.81	D		
76	Lakeview and SR-91 WB			26.3	C			11.3	B
77	Lakeview and SR-91 EB			17.3	B			17.9	B
78a	Kellogg and Orangethorpe	.70	B			.66	B		
78b	Kellogg and Orangethorpe	.66	B			.76	C		
80	S. Kellogg and La Palma	.53	A			.67	B		
83	N. Kellogg and Imperial SB			>50	F			>50	F
84	N. Kellogg and Imperial NB	.57	A			.35	A		
85a	Imperial SB and Orangethorpe			21.8	C			21.9	C
85b	Imperial NB and Orangethorpe			9.1	A			16.2	B
86	Imperial Hwy. and La Palma	1.16	F			1.04	F		
93	Van Buren and La Palma	.51	A			.55	A		
96	Glenview and Orangethorpe			43.3	E			26.9	D
97	Holbrook and Orangethorpe			24.7	C			18.1	C
98	N. Kellogg and Glenview	.60	A			.30	A		
99	N. Kellogg and Holbrook			>50	F			>50	F
100	Imperial Hwy. and SR-91 WB			22.1	C			18.5	B
101	Imperial Hwy. and SR-91 EB			13.9	B			21.9	C
	Yorba Linda								
66	Valley View and Yorba Linda	.46	A			.61	B		
67	Richfield and Yorba Linda	.35	A			.53	A		
68	Richfield and Buena Vista			22.1	C			21.0	C
72	Lakeview and Buena Vista			56.2	F			27.8	D
81	Imperial Hwy. and Yorba Linda	.54	A			.84	D		
87	Van Buren and Yorba Linda	.34	A			.45	A		

Notes:

Grey shading denotes intersections that exceed performance criteria (LOS "D" for all non-CMP intersections, and LOS "E" for all CMP intersections).

CMP intersections are ***bolded and italicized***

Delay calculations and LOS are presented for unsignalized intersections and Caltrans ramp intersections in the study area. All other calculations for signalized intersections use the ICU/LOS methodology.

Delay is expressed in average seconds of delay per vehicle.

RTIP ID# RIV010203

Project Description *(clearly describe project)*
At I-215/Clinton Keith Road IC – Construct partial cloverleaf widen OC 2 to 6 lanes. Reconstruct ramps (widening to existing NB/SB Diamond ramps) & construct new NB/SB loop on ramps.

Type of Project *(use Table 1 on instruction sheet)*
Reconfigure existing interchange

County	**Narrative Location/Route & Postmiles**
RIV	Located 1.85 miles N/O the Los Alamos Road/I-215 IC and 3.0 miles S/O the Scott Road IC / 08-RIV-215-PM R12.3/R12.8
	Caltrans Projects – EA# 32780

Lead Agency: City of Murrieta

Contact Person	**Phone#**	**Fax#**	**Email**
Roger Cunliffe-Owen	951-461-6001 x6200	951-461-6049	rowen@murrieta.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**		**FONSI or Final EIS**	**PS&E or Construction**	**Other**
		X			

Scheduled Date of Federal Action:

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start		8/05	N/A	8/07
End	4/07	7/07	N/A	11/08

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
The existing two lane structure is inadequate to provide an acceptable level of service for both the existing and projected traffic volumes that utilize the facility. Additional growth in the area will only exacerbate the existing problem. The proposed improvements will provide for an acceptable level of service.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The surrounding land uses include a high school, residential developments and a neighborhood shopping center. 2030 ADT for the interchange is projected to be 36,000 vehicles on Clinton Keith Road, 10,000 on each of the ramps, and 150,000 vehicles on I-215. It is estimated that truck traffic will be 6% on the mainline, 2% on the ramps and 3% on Clinton Keith Road.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
N/A

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
N/A

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Opening year (2008) data not included in forecast.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT - 2030
B/NB LOS (2030) C/F, AADT 35,560, 3%, Truck AADT 1067

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
The proposed improvements will relieve traffic congestion at the Clinton Keith Road/I-215 IC, however due to its relatively distant location from the two adjacent interchanges it will have little effect at those locations.

Comments/Explanation/Details *(attach additional sheets as necessary)*
The proposed improvements will improve local circulation and access to a predominantly residential area in the City. Without implementation of the proposed improvements, Clinton Keith Road through the interchange area is forecast to operate at deficient LOS levels. It is noted that Clinton Keith Road does not currently nor is forecast to experience traffic volumes in excess of 125,000 average daily trips (ADT). Additionally, the total volume of heavy truck and diesel traffic is expected to be well below 8 percent of the total ADT.

Based upon the information provided above, the project is not expected to introduce significant amounts of diesel truck traffic and is *not considered a project of significant concern* per the definition contained within 40 CFR 93.123(b)(1). Thus, a less than significant impact with respect to $PM_{2.5}$ and PM_{10} would occur.

RTIP ID# RIV060118

Project Description *(clearly describe project)*
RE-STRIPE EASTBOUND LANES TO ADD AN EASTBOUND AUXILIARY LANE

Type of Project *(use Table 1 on instruction sheet)*
CHANGE TO EXISTING STATE HIGHWAY

County	**Narrative Location/Route & Postmiles** RIV-91-PM R2.57/R3.84
RIV	**Caltrans Projects – EA#** 0H770, Minor "A"

Lead Agency: CALTRANS

Contact Person	**Phone#**	**Fax#**	**Email**
TONY LOUKA	383-6385	383-5975	TONY_LOUKA@DOT.CA.GOV

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action: 12/06

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	8/06	12/06	11/07	7/08
End	12/06	9/07	12/07	4/09

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
BASED ON DISTRICT 8 OBSERVATION AND ANALYSIS, IT WAS SHOWN THAT TRAFFIC HEAVILY DEMAND ENTERING THE SR-91 ON THE EASTBOUND DIRECTION FROM SR-71 TO SERFAS CLUB DRIVE, CREATES RECURRENT CONGESTION AND SIGNIFICANT DELAYS. THIS CONGESTION AND DELAY CAUSED BY UNNECESSARY MERGING, DIVERGING, AND WEAVING MOVEMENTS.

TO MITIGATE THE SITUATION, THIS PROJECT PROPOSES TO RE-STRIPE EASTBOUND LANES WITHIN THIS SEGMENT. THIS RE-STRIPING WILL RESULT IN AN AUXILIARY LANE FROM APPROXIMATELY 0.5 MILE EAST OF JUNCTION 71/91 TO APPROXIMATELY 0.5 MILE WEST OF MAPLE STREET OVERCROSSING.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

State Route 91 is a major east-west regional and local commuter route, connecting communities in Riverside and San Bernardino Counties with major employment centers within Los Angeles and Orange County; making this Route is an essential link in Southern California's economy. SR-91 is a mayor connection between Riverside and Orange Counties, and is heavily used by commuters during peak hours.

SR-91 is a Federal Aid Primary (FAP) Route, functionally classified as an Urban Principal Arterial (UPA), and is part of the California Freeway and Expressway System. The primary purpose of this route is to provide for interregional and commute travel with the secondary purpose of serving intraregional/local and creational travel. This route is part of the Federal Surface Transportation Assistance Act designed route for oversized trucks (STAA), as well as an eligible scenic highway within District 8 from Riverside/Orange County Line to Route 15 near Corona.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

BUILD - 2008, LOS=F, ADT=277,500, % TRUCK=6.5, TRUCKS ADT=18,038

NO BUILD - 2008, LOS=F, ADT=277,500, % TRUCK=6.5, TRUCKS ADT=18,038

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

BUILD - 2030, LOS=F, ADT=423,100, % TRUCK=6.5, TRUCKS ADT=27,502

NO BUILD - 2030, LOS=F, ADT=423,100, % TRUCK=6.5, TRUCKS ADT=27,502

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Comments/Explanation/Details *(attach additional sheets as necessary)*
THERE IS NO INCREASE IN TRUCK VOLUME. THIS IS AN OPERATIONAL IMPROVEMENT AND DOES NOT RE-DIRECT TRAFFIC. THE PROJECT IS ONLY ABOUT 1.2 MILES LONG AND IS NOT CONSIDERED A PROJECT OF AIR QUALITY CONCERN (POAQC).

RTIP ID# 0H760

Project Description *(clearly describe project)*
It is proposed to restripe the eastbound roadbed on Interstate Route10 (I-10) to add an auxiliary lane in the eastbound direction from Waterman Ave Undercrossing (PM 25.26) to Alabama Street Overcrossing (PM 29.50) in the County of San Bernardino, in the City of San Bernardino, Loma Linda and Redlands. It is also proposed to place full pavement section and construct concrete median barrier between the end of Waterman Ave UC bridge (PM 25.26) and existing concrete barrier (PM 25.60). This project would relieve existing recurring congestion, improve weaving, merging and diverging maneuvers. The Project Report includes a no-build alternative and a build alternative

Type of Project *(use Table 1 on instruction sheet)*
CHANGE TO EXISTING STATE HIGHWAY

County	**Narrative Location/Route & Postmiles** SBd-10- PM25.07/29.5
SBd	**Caltrans Projects – EA#** 0H760, Caltrans Minor "A"

Lead Agency: CALTRANS

Contact Person	**Phone#**	**Fax#**	**Email**
TONY LOUKA	383-6385	383-5975	TONY_LOUKA@DOT.CA.GOV

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

	Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**
X					

Scheduled Date of Federal Action: 12/06

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	1/06	08/06	06/07	1/08
End	08/06	4/07	08/07	11/08

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Within the project limits, eastbound of Interstate Route 10 experienced recurring congestion in the PM peak hour due to weaving, merging and diverging maneuvers at the on-ramps and off-ramps of Waterman Avenue, Tippecanoe Ave, Mountain View Ave, California Street and Alabama Street interchanges.
The proposed project which will add an auxiliary lane between these interchanges by restriping the existing eastbound roadbed will reduce traffic turbulence at the on-ramps and off-ramps areas and improve traffic flow within the project limits.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Interstate Route 10 is a major freeway begins at State Route 1 in the City of Santa Monica in Los Angeles County and terminates on the East Coast in the State of Florida.

The segment of I-10 within District 8 covers approximately 196 mile. Beginning as a ten-lane facility at the Los Angeles County line, it proceeds easterly traversing through centers of population, commerce, industry, agriculture, mineral wealth and recreation in the Counties of San Bernardino and Riverside, and terminates at the Arizona State Line.

I-10 serves as a major east/west urban corridor and commuter route between Los Angeles, San Bernardino and Riverside County. Within the project limits, I-10 is an eight-lane freeway and is included in the State Interregional Road System (IRRS) and is further classified as a "High Emphasis" and "Gateway" route. Existing lane are 12 ft wide and the inside and outside shoulder are 8 ft and 10 ft wide respectively.

The portion of I-10 addressed in this report is included in the National Highway System (NHS), the Department of Defense Priority Network and the Strategic Highway Corridor Network (STRAHNET). The 1990 Federal Surface Transportation Assistance Act (STAA) also identifies I-10 as a "National Network" route for STAA trucks.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

BUILD - 2008, ADT=205,900, % TRUCK=7, TRUCKS ADT=14,413

NO BUILD - 2008, ADT=205,900, % TRUCK=7, TRUCKS ADT=14,413

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

BUILD - 2030, ADT=258,500 % TRUCK=7, TRUCKS ADT=18,095

NO BUILD - 2030, ADT=258,500, % TRUCK=7, TRUCKS ADT=18,095

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Comments/Explanation/Details *(attach additional sheets as necessary)*
THERE IS NO INCREASE IN TRUCK VOLUME. THIS IS AN OPERATIONAL IMPROVEMENT AND DOES NOT RE-DIRECT TRAFFIC. THE PROJECT IS ONLY ABOUT 4.4 MILES LONG AND IS NOT CONSIDERED A PROJECT OF AIR QUALITY CONCERN (POAQC).

08-SBd-10 PM 25.0/29.5
Re-stripe & add Aux. Lane
EA 0H7600

Per your request, this is to clarify the memo from John Pagano to Haissam Yahyah, dated 02/28/06 regarding the above project. The Design Designation traffic data shown below for the forecast years are similar for both Build and No-Build scenarios.

TRAFFIC DATA	Yr 2006 Existing	Yr 2008 Forecast	Yr 2030 Forecast
ADT	201,700	205,900	258,500
DHV	15,380	15,740	20,380
Directional Split (D)	58/42	58/42	58/42
% Trucks in Design Hr. (T)	7%	7%	7%

If you have any further questions, please let me know.

Orlando G. Palitang
CT Dist. 08 Planning
Forecasting/Traffic Analysis, MS 726
(909) 383-6871

RTIP ID# *(required)* LA0C8057

Project Description *(clearly describe project)*
The project will widen the 1st Street Viaduct by approximately 26 ft to restore two lost travel lanes due to extension of MTA's Gold Line Extension LRT tracks within a raised median along the center of the Viaduct. Project will also widen 1st Street east of the viaduct between Mission Road and Anderson Street to align the street with the widened viaduct and replace the Viaduct's northern railing, provide roadway shoulders for a commuter bikeway, and reconstruction the Santa Fe Avenue and Myers Street under-crossings to meet current design standards. Project will not add travel lanes or otherwise increase capacity.

Type of Project *(use Table 1 on instruction sheet)*
ROADWAY REALIGNMENT. The project was classified as "not regionally significant" by SCAG in response to the Draft EIS/EIR.

County	**Narrative Location/Route & Postmiles**
LOS ANGELES	1ST STREET VIADUCT & ROADWAY EAST OF GAREY STREET TO CLARENCE STREET, CITY OF LOS ANGELES **Caltrans Projects – EA#** BHLS-5006(479)

Lead Agency: City of Los Angeles

Contact Person	**Phone#**	**Fax#**	**Email**
WALLY STOKES	213/202-5580	213/202-5518	Wally.stokes@lacity.org

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 X** **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	**EA or Draft EIS**	**FONSI or Final EIS**	**X**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: August 2006

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	July 2002	July 2002	March 2006	Oct 2006
End	February 2006	July 2006	June 2006	Dec 2009

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*
Project is needed to provide future congestion relief to improve traffic flow on the local transportation system; to Preserve 1st Street as a viable east-west regional transportation link into downtown Los Angeles; and to improve the 1st Street Viaduct to meet functional and safety standards. The project was approved by the City Council and Federal Highway Administration (FHWA) as stipulated by Record of Decision (ROD) (FHWA-CA-EIS-05-01-F P53947) dated 2/22/06.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
Surrounding land use is mixed Adaptive Reuse Commercial and Mixed Commercial/Multi-Family Residential. Warehouse and Cold Storage uses situated beneath and to the north and south of the Viaduct structure. Neither this project construction component nor the project in its entirety will have any effect on existing nearby land uses or truck traffic generation factors, which will remain as stated.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

No Build (2007)

1st ST/Vignes St: LOS AM = F (V/C = 1.959); LOS PM = F (V/C = 2.013)

1st ST/Mission St: LOS PM = F (V/C = 1.873); LOS PM = F (V/C = 2.056)

On Bridge AADT = 22,000; Percent Truck = 1.5%; # Truck = 330

Build (2007)

1st ST/Vignes St: LOS AM = F (V/C = 1.320); LOS PM = F (V/C = 1.431)

1st ST/Mission St: LOS AM = F (V/C = 1.593); LOS PM = F (V/C =1.334)

On Bridge AADT = 22,000; Percent Truck = 1.5%; # Truck = 330

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

No Build (2025)

1st ST/Vignes St: LOS AM = F (V/C = 2.271); LOS PM = F (V/C = 2.3373)

1st ST/Mission St: LOS PM = F (V/C = 2.173); LOS PM = F (V/C = 2.390)

On Bridge AADT = 26,300; Percent Truck = 1.5%; # Truck = 394

Build (2025)

1st ST/Vignes St: LOS AM = F (V/C = 1.654); LOS PM = F (V/C = 1.654)

1st ST/Mission St: LOS AM = F (V/C = 1.847); LOS PM = F (V/C =1.541)

On Bridge AADT = 26,300; Percent Truck = 1.5%; # Truck = 394

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Project is neither an interchange nor intersection. See the projected LOS for the two nearest intersections above.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

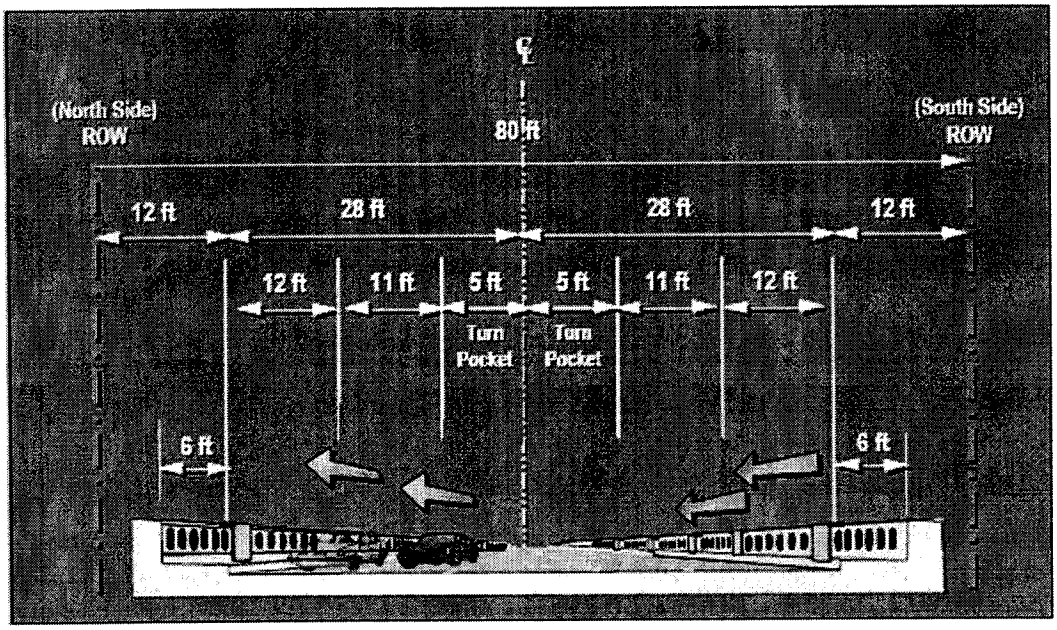
Project is neither an interchange nor intersection. See the projected LOS for the two nearest intersections above.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

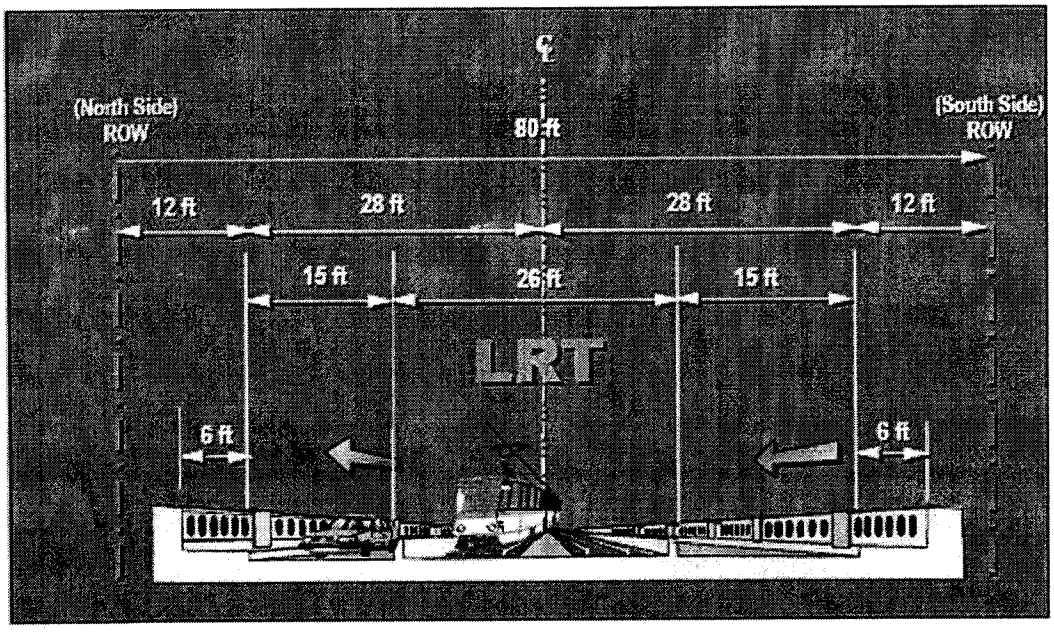
The project will restore two lost lanes due to extension of LRT tracks for the MTA Gold Line Extension Project. The project, when opened for full operation will not cause redistribution of traffic.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The 1st Street Viaduct and Street Widening Project will not alter local traffic patterns, nor will it affect diesel truck movements. The project is not a traffic generator or capacity enhancing project, The proportion of diesel truck volumes using the bridge each day is estimated, based on the City of Los Angeles Department of Transportation, to be on the order 1-2% of total AADT and is presumed to maintain this proportion within the total daily traffic demand through the design year of 2070. The project therefore qualifies for a finding of "Not POAQC" based on example project criteria presented in *Appendix A; Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas* (USEPA; FHWA; March, 2006) - *Any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in the number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F.*



Existing 1st Street Viaduct



1st Street Viaduct with LRT (Baseline Condition)

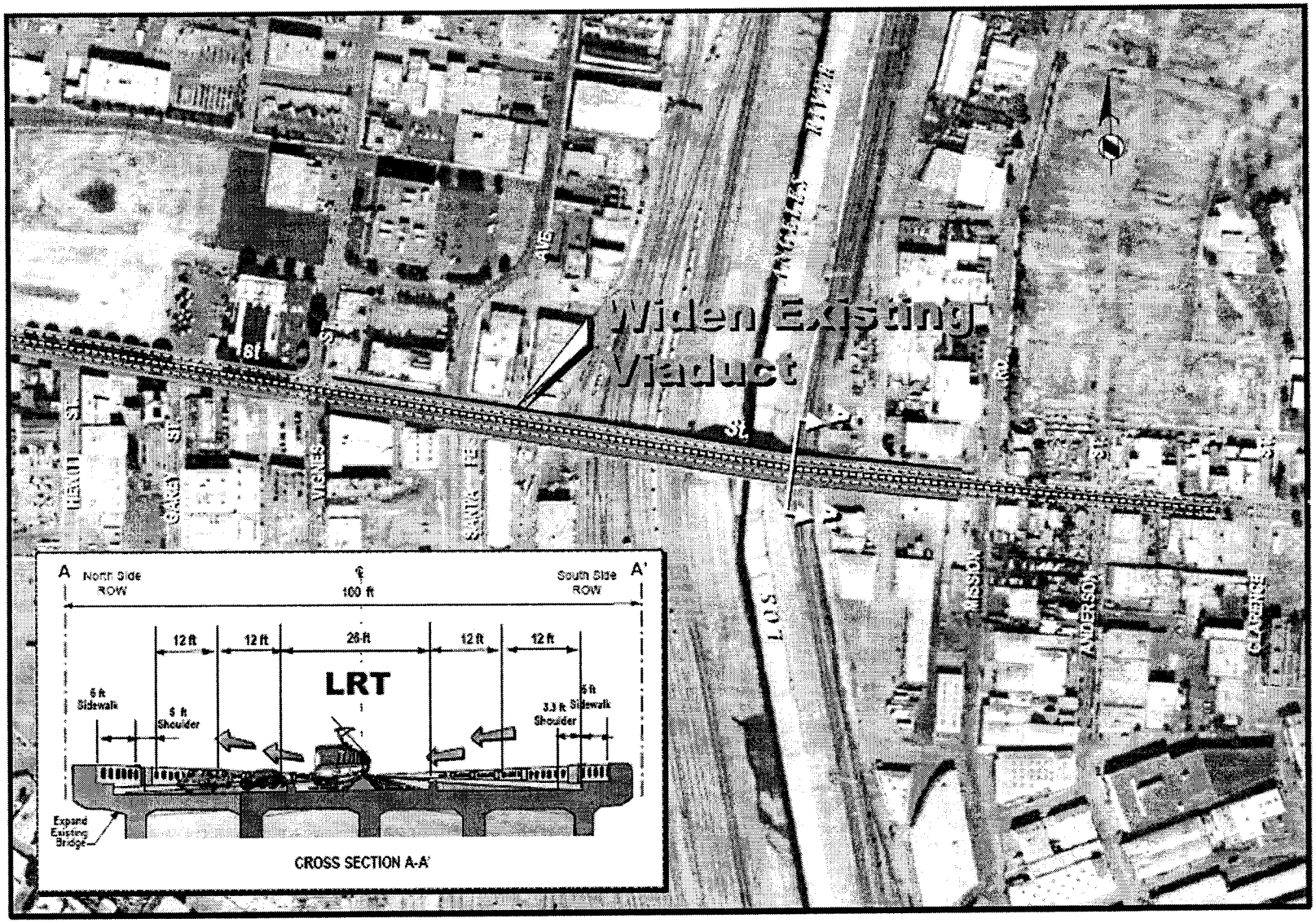


Figure 2-2 Conceptual Layout of Build Alternative 1

RTIP ID# *(required)* **LA996381**

Project Description *(clearly describe project)* **Hasley Canyon/I-5 Interchange Reconstruction**

It is proposed to reconstruct and reconfigure the existing interchange at the intersection of Interstate 5 (I-5) and Hasley Canyon Road located northwest of the City of Santa Clarita in Los Angeles County. The Hasley Canyon Road overcrossing is located at Kilopost (KP) 91.09, or Postmile (PM) 56.6. Specifically, the project involves the replacement of the two-lane Hasley Canyon Road overcrossing with a three-lane overcrossing, modifying the existing freeway ramps, constructing new southbound on and off-ramps at Sedona Way, and provide a standard roundabout intersection at the northbound ramps intersection with Hasley Canyon Road and at the Hasley Canyon Road/The Old Road intersection, widening of the I-5 Bridge over Castaic Creek, and installation of rock slope protection along the channel banks of Castaic Creek at the upstream end of the I-5 Bridge for slope protection.

Type of Project *(use Table 1 on instruction sheet)*
Reconfigure Existing Interchange

County	**Narrative Location/Route & Postmiles: LA-5 at Hasley Canyon Road, PM 56.6**
Los Angeles County	**Caltrans Projects – EA#** 193201

Lead Agency: Caltrans/County of Los Angeles

Contact Person	**Phone#**	**Fax#**	**Email**
Andrew Yoon	213.897.6117	213.897.1634	Andrew Yoon

Hot Spot Pollutant of Concern *(check one or both)* **PM2.5** ☒ **PM10**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

☐ **Categorical Exclusion (NEPA)**	☐ **EA or Draft EIS**	☐ **FONSI or Final EIS**	☒ **PS&E or Construction**	☐ **Other**

Scheduled Date of Federal Action: July 26, 2006

Current Programming Dates *as appropriate*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	6/21/99	2/4/02	2/4/02	11/28/06
End	8/15/01	8/15/06	2/28/06	11/09

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Caltrans approved the Negative Declaration on July 23, 2001. The Finding of No Significant Impact (FONSI) was signed by FHWA on August 5, 2001. The alternative selected in the FONSI/ND proposed to improve the interchange include the replacement of the I-5/Hasley Canyon Road overcrossing, modification of the existing ramp configuration, and the widening of local roads. To accomplish these objectives, Newhall Land, in cooperation with Federal Highway Administration (FHWA), Caltrans, the City of Santa Clarita, and the County of Los Angeles, propose the following project.

As a result of planned commercial/industrial developments and transportation improvement projects, the existing I-5/Hasley Canyon Road intersection is expected to experience significant increases in traffic. Newhall Land is one of the major landowners and developers within the project area. Newhall Land, along with the County of Los Angeles and the Caltrans, recognizes the need to provide for the future development and projected increases in traffic, to accommodate increased inter-regional growth and traffic, to improve circulation in the area, and to enhance safety at this intersection

The existing condition of the interchange provides an operational deficiency, constraints on capacity of the interchange and signalized intersection, and accident rates. Therefore, the purpose of the project is to increase capacity and improve local access and circulation, improve the operation of the interchange, incorporate planned infrastructure improvements, enhance safety, and accommodate planned growth within the study area.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*
The current land use west of I-5 reflects a mixture of open space, urban and rural. The immediate project area has residential developments, commercial and industrial properties, agricultural uses and vacant land consisting of either undeveloped commercial/industrial areas, hills or floodplains. The surrounding urbanized development supports a variety of commercial and industrial businesses within the Valencia Commerce Center, located north of the SR 126/Commerce Center Drive Intersection. The Valencia Commerce Center is an ongoing, major expansion of the Valencia Industrial Center on approximately 1,436 acres. It includes 702 acres of industrial park, with approximately 252 acres of industrial space, 30 acres of general commercial area and 91 acres of office park. The area also has plans for an 11-acre recreational area with jogging trails and an equestrian trail.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
Opening Year: 2009
LA-5 PM R55.48 (South of Hasley Canyon Road) - 119,000 AADT, 20,500 Trucks (17.26%), LOS C (Build & No-Build)

No Build:
I-5 NB Ramps & Hasley Canyon Road – LOS F
I-5 SB Ramps & Hasley Canyon Road – LOS D
Hasley Canyon Road & The Old Road – LOS C

Build:
I-5 NB Ramps & Hasley Canyon Road – LOS A
I-5 SB Ramps & Hasley Canyon Road – LOS A
Hasley Canyon Road & The Old Road – LOS B

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility
RTP Horizon Year: 2030
LA-5 PM R55.48 (South of Hasley Canyon Road) - 250,000 AADT, 43,000 Trucks (17.26%), LOS F (Build & No-Build)

No Build:
I-5 NB Ramps & Hasley Canyon Road – LOS F
I-5 SB Ramps & Hasley Canyon Road – LOS F
Hasley Canyon Road & The Old Road – LOS F

Build:
I-5 NB Ramps & Hasley Canyon Road – LOS A
I-5 SB Ramps & Hasley Canyon Road – LOS B
Hasley Canyon Road & The Old Road – LOS B

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
Opening Year: 2009
Hasley Canyon Road - 25,000 AADT[1], 2,500 Trucks (10%), LOS E - No-Build
Hasley Canyon Road - 28,000 AADT, 2,800 Trucks (10%), LOS B - Build

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT
RTP Horizon Year: 2030
Hasley Canyon Road - 32,000 AADT[1], 3,200 Trucks (10%), LOS F - No-Build
Hasley Canyon Road - 35,000 AADT, 3,500 Trucks (10%), LOS B – Build

[1]Capacity constrained, reflects 10% as diverted trips

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*
As there are few parallel routes available as an alternative to the project area, the redistribution effect of the project is minimal.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The proposed interchange reconstruction project is anticipated to improve local access, traffic circulation, and vehicle speeds in a mix of urban and rural area where residential developments and commercial/industrial properties are located in the immediate vicinity. As indicated above, the open year and horizon year levels of service improve drastically with the "Build" scenario. This improvement in LOS will substantially reduce idling time for vehicles at the Hasley Canyon Road and the Old Road intersection as well as the I-5/Hasley Canyon Interchange off-ramp, which results in reduction of particulate emissions. This interchange reconstruction project is therefore believed to be not a project of air quality concern.